5 AUGUST 1955

The Autocar

1/-

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CONSUL	£470	PLUS P.T. £196 · 19 · 2
ZEPHYR-6	£532	PLUS P.T. £222 · 15 · 10
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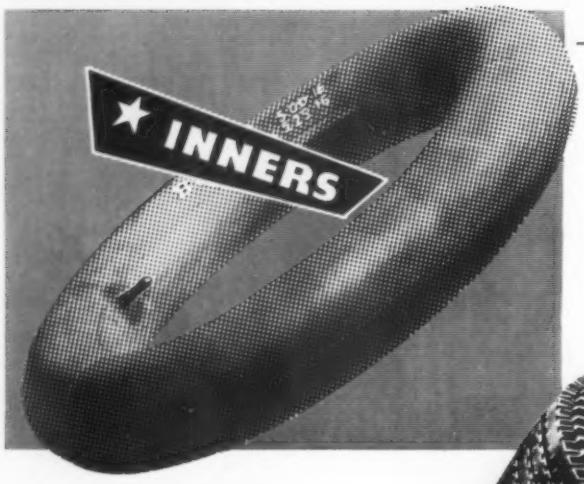
BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS TO THE LATE KING GEORGE VI FORD MOTOR COMPANY LTD.

Ford '5-STAR' MOTORING THE BEST AT LOWEST COST

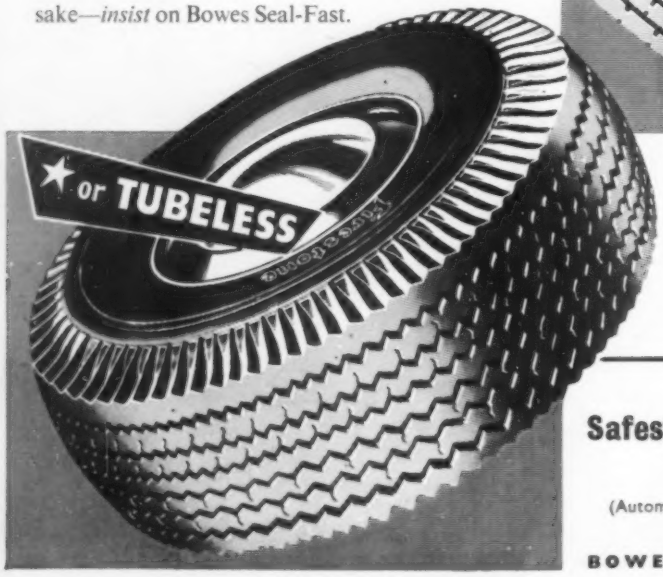
For ★*ALL* tube and tyre repairs insist on

BOWES SEAL-FAST



Because it's the *safest*, *quickest*, *longest-lasting* tube repair you can get, every motorist should insist on BOWES SEAL-FAST. And for emergency every car should carry a Bowes Seal-Fast tube repair kit.

A BOWES SEAL-FAST repair will often save the cost of a new tyre, and because it amalgamates with the tyre, becomes a part of the tyre itself. For safety's sake—*insist* on Bowes Seal-Fast.



Adopted and recommended by the world's largest manufacturers of tubeless tyres, BOWES SEAL-FAST is the safest and most satisfactory repair you can have for a tubeless tyre.

BOWES SEAL FAST

Safest in the long run

A.P.A.

(Automotive Parts and Accessories)

BOWES HOUSE · HAILSHAM · SUSSEX

Trick cyclist and juggler Rudy Horn, performing his amazing balancing act at Bertram Mills Circus, Olympia, London.

BALANCE—affects your carburetter too!

To feed your engine with an *accurately balanced* petrol-air mixture is the constant and exacting task of the carburetter. But if it has become worn through long service this vital balance will be upset, which means that petrol will be wasted and power lost. Did you know that at very little cost you can replace a worn Zenith with a new unit of the same type or, if your carburetter is of another make, with a special Zenith conversion outfit? Post the coupon below for full details.

BALANCED CARBURATION BY

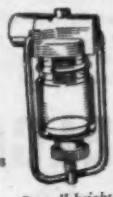
ZENITH

GIVES *MORE* POWER FROM *LESS* PETROL

Ask for details of this NEW Direct-Attachment-to-Carburetter

ZENITH FUEL FILTER

Easily fitted in 5 minutes to almost all makes of carburetter



Overall height 3¼" only

To: THE ZENITH CARBURETTER CO. LTD, Honeypot Lane, Stanmore, Middx

Please send me details of your Service Exchange and Conversion Plans together with the name and address of my nearest Zenith Service Station.

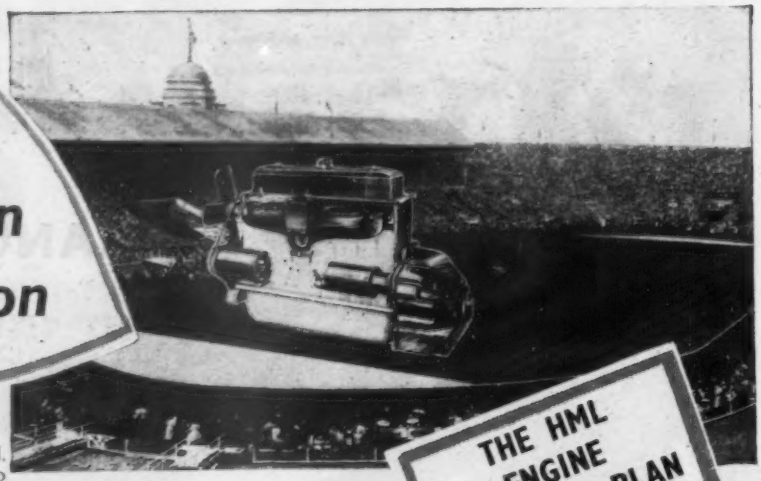
MAKE OF ENGINE ..... H.P. ..... YEAR .....

NAME .....

ADDRESS .....

..... AC13

Sprint and Marathon Champion



Distance is no object to an HML Rebuild. Short hauls or long runs all come alike to its high performance and exceptional economy. For better Bedford performance, best try HML. Never forget that HML Enginuity is built into every engine.

WE WANT TO BUY GOOD USED VAUXHALLS

VAUXHALL OWNERS

—seldom want to sell their cars (particularly if they're fitted with an HML Rebuilt Engine). Still if ever you do want to change, remember that HML are very good buyers of used Vauxhalls.

THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35

May we send you a copy of our Booklet?

HAMILTON MOTORS (London) LTD

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Telephone: PADdington 0022 (12 lines)

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SINGLE GARAGES

Available in widths of 8′ 3″ or 11′; clear height of 6′ 3″ or 7′ 9″. Extendible in length.

FROM £46 OR 9/3 WKLY

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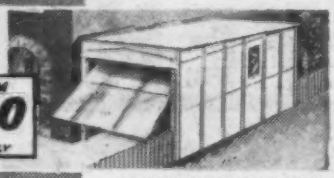
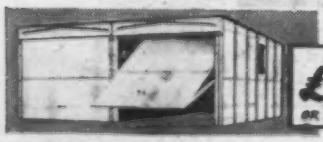
Designed for building on to the house or existing wall. Width required only 8′. Rear door available.

FROM £50 OR 10/- WKLY





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- Up and Over or hinged doors available
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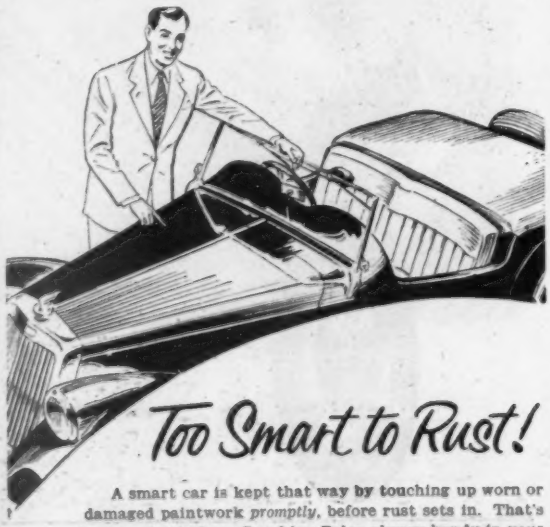

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A smart car is kept that way by touching up worn or damaged paintwork *promptly*, before rust sets in. That's why it's wise to keep Brushing Belco always handy in your garage! You'll have no brushmark trouble when touching up with Belco. Easy to use, it ensures—*every time*—a brilliant, hard finish, smooth as glass. Your dealer or local garage has Belco—in 23 colours, as well as black, white, aluminium and clear. Sizes from ¼ pint to 1 gallon.

CELLULOSE BRUSHING **BELCO** THE SMARTEST BUY!

It's an ICI *paint*

'See how they fit'.

Regency make the best seat covers obtainable. They protect your upholstery and save your clothes from shine. Perfectly tailored—never ruck or pull; piped seams, zips for arm-rests. Choice of 40 patterns and 7 different materials. The name Regency is registered and *embroidered* on every set of Regency covers. Accept no substitutes.

Of course, they fit perfectly, for they're Regency covers.

From all good Motor Agents and Leading Stores

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Side Lever Grease Gun

The ideal gun for all motorists. It allows for pressures up to 10,000 lbs. per sq. in. and incorporates the new Tite-Seal nozzle which cleans before it greases. A bleeder valve is incorporated which immediately deals with airlocks. The gun, which handles all fibrous greases, gives really effective trouble-free greasing under all conditions. Made by pioneers in the manufacture of greasing equipment.

Order No. 602/1/R/310. **49/6**

Obtainable at Halfords and other leading stores.

NUBREX TITE-SEAL NIPPLES

These grease nipples automatically prevent any dirt entering bearings and always give 100 per cent. effective lubrication. It will pay you to always use NUBREX Tite-Seal nipples.

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PETROL & OIL PIPES

TRANSPARENT PLASTIC

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GARAGE KITS £5-11-6
COMPLETE WITH TOOLS AND INSTRUCTIONS

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GRIFLEX PIPES ARE FAR MORE RESISTANT TO PETROL, OIL AND DERV. THAN RUBBER OR BRAIDED PIPES

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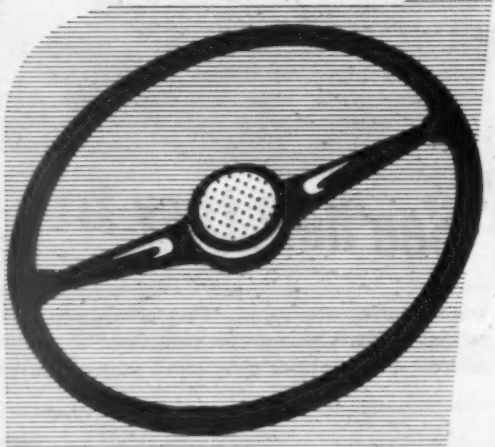

AUTOMOBILE EXHIBITION

GERMANY

FRANKFURT/MAIN 22nd SEPT. - 2nd OCT. 1955

VERBAND DER AUTOMOBILINDUSTRIE E.V. FRANKFURT/MAIN

Remember to be just as discriminating over the **NUMBER PLATES** *as you are over the car —*

specify **Bluemel's** by name

'Pyramoid' WHITE

Satin Silver

Embossed Alloy

Also available Polished Silver. We can supply plates with highly polished digits. "Pyramoid" shape.

Express Service. Any Motor Agent can obtain Express Service from most S.M.M. & T. General Motor Factors, through whom we prefer orders should be placed, but if Express Service is not available, please order direct from Bluemel's, 216 Gt. Portland Street, London, W.1. Tel.: Euston 7626, or from Bluemel's, Wolston, Nr. Coventry, Tel.: Wolston 244.

All orders posted the same day as received. Callers one hour. Your guarantee of the genuine article is the name tab "Bluemel's" affixed to all plates.

BLUEMEL'S REFLECTIVE SAFETY STRIPS

Made from "Scotchlite" brand reflective sheeting giving a brilliant red reflection of headlights. Available in 5in. x 1in. strips or 2in., 3in. or 4in. diameter circles with adhesive backs. Silver available for front of vehicles (reflecting white). Ask your Garage or Accessory Store or write to us.

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Choose your own method of selling

Measham offers alternative methods for selling your car. Measham will either act as your agents and sell your vehicle through their Organisation or make you an Immediate Cash Offer.

★ *Whichever method you choose, Measham's immediate market makes selling certain, but to obtain the highest market price let Measham sell your car for you.*

★ Take your car to the nearest Measham branch for valuation and advice without any obligation.

THE FINEST SERVICE FOR SELLING YOUR CAR

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MANCHESTER	30-35 Victoria Street, Manchester, 3. Tel.: BLAckfriars 6386 or 5145-6.
STAFFORD	Walton, Stafford. Tel.: Milford 293-4
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Vacuum Variety

When you are going out for the day, be sure to pack a vacuum flask in your lunch basket. Whether bent on a day's fishing, hiking or cycling, or off to watch some sporting event, you are sure to feel the need of some 'liquid refreshment'. Piping hot soup or coffee for winter days—a delicious iced drink when you are feeling parched by the heat—vacuum ware always delivers the goods at just the right time and temperature.

Keeps hot-Keeps cold in a

VACUUM FLASK

ISSUED BY THE VACUUM FLASK MANUFACTURERS OF GREAT BRITAIN

"Luxury Look"

UPHOLSTERY COVERS

Tailored to your personal taste

Protect the upholstery.
Prevent "shine" on clothes.
Give your car an attractive interior appearance — and maintain its re-sale value.

Send Now for FREE PORTFOLIO OF ACTUAL SAMPLES

USE THE COUPON NOW!

TO BLANCHFLOWERS "The Motor People," KETTERING.

Please send patterns and prices of your "Luxury Look" Covers for my.....Car.....model .....year.

Name.....

BLOCK LETTERS PLEASE

Address.....

Autocar Aug. 5

THE MAN WHOSE LEFT FOOT RETIRED

Up and Down, in and out, 20,000 miles a year, of clutch pedal duty. The left foot nearly worked itself to death. Then it was honourably retired in favour of

SERVOMATIC AUTOMATIC CONTROL

the perfect automatic clutch control, that leaves you all the fun of changing gear at your own discretion

QUESTION	ANSWER
But surely this means a lot of alteration to your car?	On the contrary it is a device that is simplicity in itself to fit, and needs no constructional alterations whatever to the 'works'.
QUESTION	**ANSWER**
Ah but it alters the basic characteristic of the car; doesn't it necessitate free-wheeling and what about the transmission system?	It doesn't need 'free-wheeling', and nothing whatever is altered in the transmission system. It is the method of clutch control that is different, and it's perfect.
QUESTION	**ANSWER**
How can I find out more about this? It sounds too good to be true.	Write in for literature giving full details and price to: Servomatic Clutches (Coventry) Ltd. at Abbey Green Works, Nuneaton.
QUESTION	**ANSWER**
Thank you, we will, but of course it must be frightfully expensive.	That's where your mistaken. The price is only £35.0.0 (plus fitting charge) and your garage can fit it in a day.

S·A·C servomatic

AUTOMATIC CLUTCH CONTROL

for every make of car

SERVOMATIC CLUTCHES (Coventry) LTD.
AT ABBEY GREEN WORKS, NUNEATON

for Every car

PHILCO CAR RADIO

look at these features!

★ *Handsome chrome-plated control panel designed to enhance any dash board*
★ *High quality reproduction, ample selectivity and sensitivity*
★ *Manual and push button controls on all models*
★ *Extreme simplicity in changing push button stations (5 seconds operation)*
★ *Fully "tropicalised" and rust-proof parts*
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★ *Evenly illuminated multi-coloured scale*

PHILCO CR. 3690.A 'ECONOMY LEADER' 3 unit, 6 valve, medium waveband receiver, with 6½-inch P.M. 3 watt speaker
Price: 27 gns. tax paid

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Price: 33 gns. tax paid

PHILCO CR. 3696.A 'DE-LUXE' 3 unit, 8 valve, medium and long waveband push-pull receiver, with 8 inch 6 watt speaker
Price: 35 gns. tax paid

All four models in 6 or 12 volts. Standard suppression equipment included.

AND THE PHILCO CR. 3691.A SHORT WAVE CONVERTER
to convert any car radio to full short wave reception on five spread bands. Six push buttons for selection of medium wave, or 16, 19, 25, 31, 49 metre bands. Price: £10 tax free
Full suppression equipment included

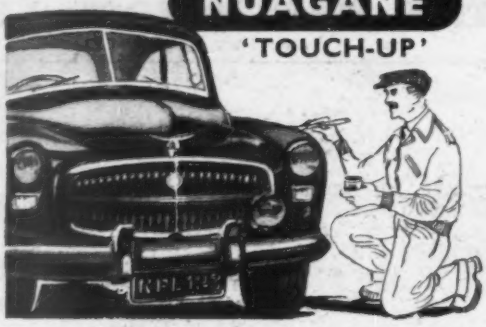
No other manufacturer in the world makes as many RADIO and TV sets as

PHILCO

PHILCO (GREAT BRITAIN) LIMITED
ROMFORD ROAD · CHIGWELL · ESSEX · *Tel: HAINAULT 415*

Made for the job!

NUAGANE 'TOUCH-UP'



"Touch-up" is a high quality cellulose enamel specially developed for making good, minor damages to cars and motor-cycles. Easily and economically applied, "Touch-up" gives you exactly the right colour, and just the quantity you need—and at the right price, too. Available in a wide variety of colours, including the new 1955 range.

¼ and ½ pint tins.

Maximum Discounts to the Trade.

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DISTRIBUTORS: HALFORDS ALL BRANCHES AND MOST ACCESSORY DEALERS.

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SPECIALLY PRODUCED TO END PREMATURE BURNING OF EXHAUST VALVES

Write for descriptive leaflet to:
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Like most of Britain's fine cars the Humber Hawk is equipped with Burgess Exhaust Silencers.

BURGESS PRODUCTS COMPANY LIMITED
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Equip with KING DICK!

Incorporated in the King Dick Torque Wrench is a ratcheting head which enables continuous tightening of bolts and nuts without the usual removal and replacement —a distinct advantage and time saver.

All working parts are made from Chrome Vanadium Steel and heat treated ensuring long life.

Literature is available which provides a schedule of recommended torque readings—please ask for copies or your local stockist will be pleased to give you details.

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FAMOUS 'POPULAR' CAR BATTERIES

Used by Thousands of Motorists with Satisfaction and Profit

These superb Long-Life batteries are made from the finest materials and incorporate the latest ideas in construction, ensuring long and reliable service. Grids are specially designed to hold maximum active material. The plates are pasted with specially selected pure oxide. 12 Months' WRITTEN GUARANTEE with every battery. Ask for descriptive leaflet of sizes and prices. *Examples—6 volt, 60 amp., 7½ × 6¾ × 9½ in.* **55/-**

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12 MONTH WRITTEN GUARANTEE

All goods delivered FREE in our own extensive van area. £5 Orders carr. paid within 50 miles of Holborn. Carr. outside these areas: 100 miles, 6s. 6/5, 12s. 9/1; 200 miles, 8/7 and 10/6; 300 miles, 10/- and 12/10. Supplied uncharged.

Motor Car Accessory and Tool List Free on Request.

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Car Park Opposite the Store

2 GALL. PETROL CANS

Brand New. Standard type. Heavy gauge metal with solid brass screwed filler-cap and strong carrying handle. Enamelled Green. Size 11 × 9¾ × 6 in. **8/6**

Carriage 1/9

BRAND NEW JERRICANS

Cam action type lever closure with petrol resisting rubber washer. Leakproof. Painted internally with one coat and externally with two coats of petrol proof paint. 13½ × 6½ × 18½ in. high. BARGAIN PRICE **19/6**

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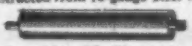
FOR MOST POPULAR CARS. Well designed and strongly constructed from 18-gauge steel with twin welded end plates. Fitted with arc welded perforated baffles. Available for Austin, Morris, Ford, Hillman, Standard, Vauxhall, etc. **17/6**



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Carriage Paid within 50 Miles radius of Holborn.

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HANDY LARGE SIZE 2/- BOTTLE

CAR SHAMPOO

Give your car a bubble bath with this new foaming car shampoo—grease, grit and dirt bubbles off in no time. This one-operation car cleaner does it all without effort—simply add a few drops of Deb to water and leather off for a lovely shine! And Deb is so economical—24 complete car washes in every 2/- bottle—penny a shine!

Does Car Interiors, too—*you can use for the car upholstery, too—it gives a marvellous finish!*

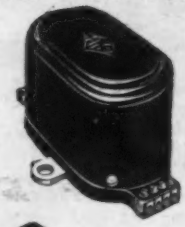
From HALFORDS and all good garages

FLASHING LIGHT INDICATORS IN

The PMG *Range*

Give POSITIVE and UNMISTAKABLE Signals because they are **MOTOR DRIVEN**

THE "B.M." FLASHER MOTOR ensures CONSTANT FLASHING at REGULATION SPEED



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LOW CURRENT CONSUMPTION.

FREEDOM from UNCERTAINTY

By insisting on PMG components you will avoid the indecision in traffic signalling so widely commented upon.

FOR THE COMPLETE RANGE OF PMG FLASHERS SEND FOR PUBLICATION 1000J WITHOUT OBLIGATION

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Your Antidote to DAZZLE!

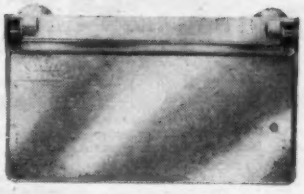
Beware of sun dazzle! You know only too well how that momentary blindness is fraught with danger. With a TUDOR Filter you have the antidote at your finger tip . . . safe, restful vision no matter how brilliant the glare.

Ask your garage for the TUDOR Anti-Dazzle Filter No. **304**. This is in transparent plastic and can be clipped to existing opaque visors. Price 10/-.

TUDOR Transparent Sun Filter No. 315 specially moulded from light-filtering plastic pioneered by TUDOR. Special suction cups and anti-vibration plate ensure rigid fixing in any position. Price 10/-

Above ANTI-DAZZLE FILTER No. 304

Right TRANSPARENT SUN FILTER No. 315



★ *Tudor Accessories are available from all leading garages, Halfords and accessory shops.*

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Illustrated catalogue dealing with these and other Tudor Accessories on request to:

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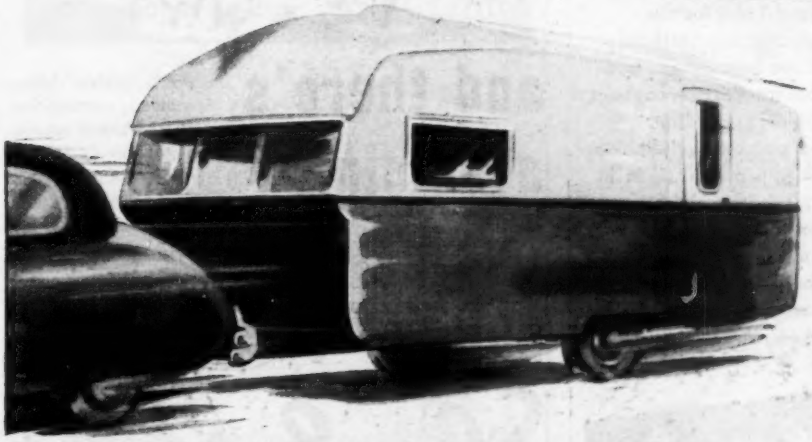
Pioneers of the First Plastic Transparent Sun Filters

Hitch your wagon to a Lodestar



This latest and brightest newcomer to the SUN REGENT range, in gleaming two-tone grey with off-white roof, is finished to the high standard now associated with all SUN REGENT models.

16ft. long and 7ft. 3in. wide, the interior includes end kitchen, toilet compartment, 4 berths, generous storage, large Continental type windows and glazed door lights.

To tow this new high-class touring model—why not a car from Bayliss who sell all cars of the Nuffield section of B.M.C.

Everything from tow-bars to water-containers is available from the Bayliss Caravanners Accessories Store

Buy the hitch, the "Star" and the car from

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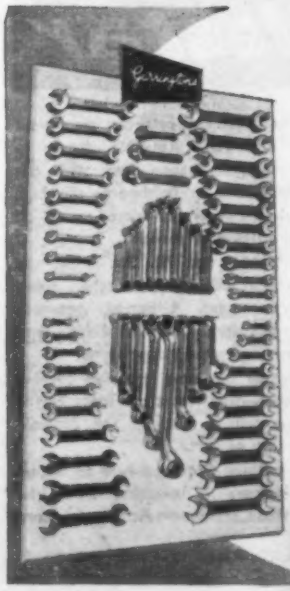

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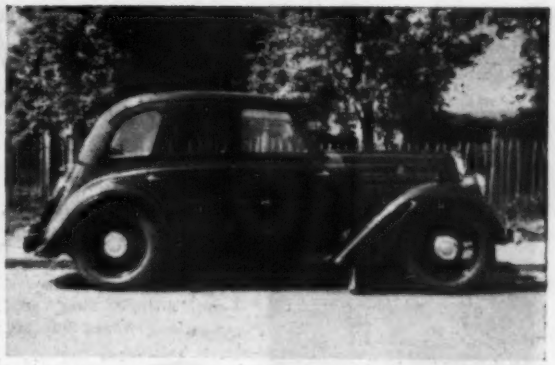

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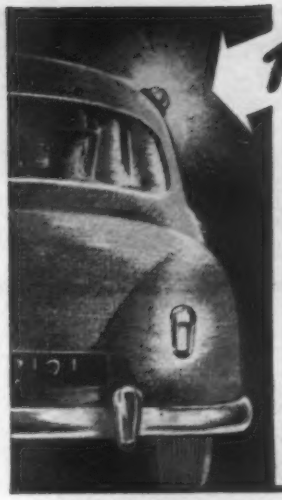

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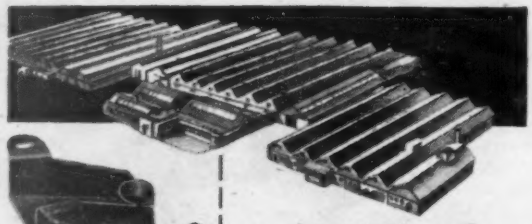

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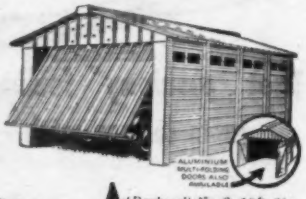

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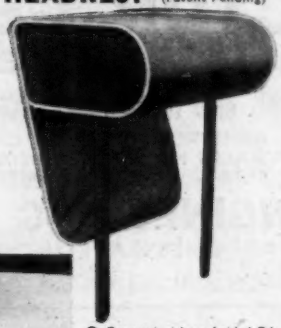

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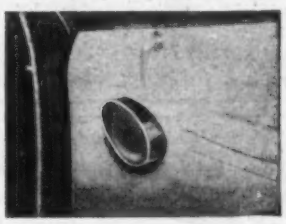

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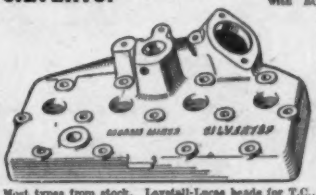

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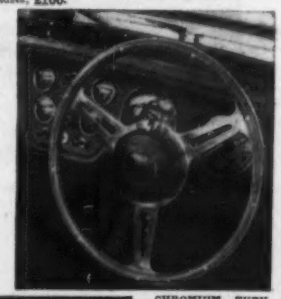

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No. 3114 Friday, 5 August 1955 Vol. 103

Well-chosen Words

AN opinion expressed to us recently held that one reason for the deplorable inadequacy of British highways was that the people as a whole do not *want* better roads. A remark such as this momentarily leaves the motorist open-mouthed, yet on examination it can be seen to contain much truth. A trouble with motorists is that they are apt to regard themselves as representing a large majority of the population. We discuss our interests and current grumbles with our friends and they, no doubt, echo our sentiments about the roads—but they are probably motorists also, or are too polite openly to disagree.

The unpalatable truth is that if a numerical cross-section of the nation were questioned about their feeling on road construction they would probably not give a majority answer in accord with that of the motorists among them. We have heard and read of the attitude of many non-motorists to such enquiries. Some believe that better roads would bring more and faster vehicles to disturb their peace and menace their children and pets. Others—and there are even more of these—are just plainly disinterested. A prejudiced few are even anti-road vehicles altogether.

Much bigger issues—national ones—are at stake, but this has seldom been made clear. Had the roads been accepted as a major national issue in past years they would have featured as such in General Election manifestos. They did not; they were scarcely mentioned until the recent election and even then were treated as a comparatively minor issue in most areas. M.P.s must look to their votes and, in general, their interests and activities reflect those of the majority of their constituents. We wonder how many readers took our election-time advice and approached their M.P.s about the roads?

Happily there are now signs that public interest in better roads is awakening and making its force felt at Westminster—not to please the motorist, but because the industrial life of the country is suffering, transport being slowed down and costs increased; and because the congestion is having a detrimental effect on the country's appeal to tourists. There is also a growing public awareness that inadequate and overcrowded roads have a very great bearing on safety.

It is true in the broadest sense that we can no longer afford to put up with such outdated "highways." It is a slow process, as slow as London's traffic, to get the public to appreciate that money "they never had" is being lost to them at the rate of thousands of pounds an hour through increased transportation charges stemming from delays and unnecessary wear and tear. Those who despatch or carry goods know all about it.

Recently a Roads Campaign Council spokesman, referring to private motoring, said, "All you get from a weekend drive are frayed tempers, broken bumpers and ulcers. The motorist pays millions of pounds in taxes every weekend for the privilege of travelling on roads not fit for modern cars. . . . The motorist is getting past the stage of irritation and frustration, he is getting very angry." This is the admirable type of speech we are hearing more and more. As motorists we applaud and swell with righteous indignation—as well we might—but we achieve practically nothing towards impressing the general public or furthering the cause of good roads. Perhaps it is time to change our approach.

Drivers can do the country and themselves a better service outside motoring circles by helping to educate others in the importance of good roads to ensure a swift and safe flow of all kinds of traffic, than by airing their own private annoyances. They can also enlist more sympathy for their cause by showing courtesy and patience towards foot-borne road users on all occasions.

There is one other aspect: Mr. and Mrs. Pedestrian, who paid tax on their washing machine, mowing machine, sewing machine, refrigerator and television, and whose dog and gun are properly licensed, are, with all the good will in the world, unreceptive to the perennial grumble of the motorist about the money he has paid into the Road Fund. Rightly or wrongly, by approval of Parliament and thus, in theory, of all of us, the Road Fund no longer exists. The taxation of the motor car is just one more squeeze and the money goes straight into the national kitty.

WATER INJECTION IN

In "The Autocar" of June 10, the writer discussed the theoretical considerations governing the use of water injection in petrol engines. Below he develops his appraisal of the subject, describing and explaining the methods by which practical application of the system may be made, to enhance performance or fuel economy.

INJECTION of water into the intake manifold of a petrol engine permits certain adjustments to be made for the improvement of economy and/or power; alternatively, engines demanding high-octane petrol for maximum knock-free performance may be satisfied with less expensive grades. The details of applying water-injection vary considerably, depending upon the type of engine and carburation, and the nature of the improvements required. One cannot, therefore, attempt to draw more than a general picture, which must be adapted to the application in mind.

The extent of evaporation of water in the manifold is very small, and the "supercharging" effect resulting from the cooler, more dense, charge is correspondingly low. Water-injection is particularly effective in a blown engine, as the air becomes heated in the blower, and the cooling effect of the added water is then appreciable. The injection should always be made before the mixture reaches the supercharger, but whether it should be into the carburettor or into the manifold between carburettor and supercharger depends upon the type of injection unit.

The real value of water-injection in a normally aspirated engine lies in the cooling of the end gases in the cylinders, and thus the suppression of knock. The water is needed, therefore, in the cylinders rather than in the manifold.

Practical limitations demand that the water be introduced somewhere in the induction manifold system, and usually by means of a single orifice. The success of water-injection in a multi-cylinder car engine, therefore, depends very much upon the uniformity of distribution of the water to the individual cylinders. If this is reasonable, then the overall effects of the injected water lead to the improvements outlined above. Multi-carburettors are sometimes used for high-performance engines, and multi water-orifices should then also be employed.

It is unforunate that the water cannot be added to the petrol when filling the tank, as is done with some additives. Hydrocarbon fuels such as petrol do contain a trace (about 0.005 per cent by volume) of dissolved water at normal temperatures, and may also contain considerable amounts of free water due to condensation in the tank. The free water sinks to the tank bottom, but movement of the car sometimes permits some water to reach the carburettor bowl. Water is slightly more viscous than petrol, and has three times the surface tension, and, as most motorists have experienced, the carburettor shows clearly that it is unable to meter both fluids successfully!

Even if the water could be persuaded to remain finely and uniformly dispersed throughout the petrol, the results would still not be helpful. Anything more than a very small addition of water will *reduce* the power, and a worthwhile *rise* in power is obtainable only in conditions where the engine would knock without water. A separate system, therefore, is required for the water, and it must be controlled to inject water only when knock is about to commence, and then only in sufficient quantities to suppress the knock.

The greatest knock tendency is found at full throttle (and usually at low speed), and this defines the maximum water-flow requirement. Progressively less water is needed at part throttle, and none at all when the throttle is anywhere near the closed position. It follows that the required flow of water varies in a similar manner to that of the fuel, and similar flow control can be employed. On the test beds with experimental engines, optimum results have been obtained with a water/fuel ratio of 11 to 10, and in some cases up to 19 volumes water to 10 of fuel have been used before "drown out" occurred. But in road use four parts of water to ten of fuel would appear to be the maximum practicable proportion.

The water can be introduced into the carburettor venturi in the same manner as the fuel, so that the water flow is sensitive to the venturi depression, i.e., to the air flow, and to the throttle position. A flow cut-off device for small throttle openings is also necessary.

In principle, a simple water-injection unit may be visualized as in Fig. 1. The water from the storage tank first passes through a main cock, which should be turned off when the water has been consumed in order to avoid sucking air into the engine and perhaps seriously weakening the mixture. A manual control of the water flow is desirable, and manufacturers of water-injection equipment usually

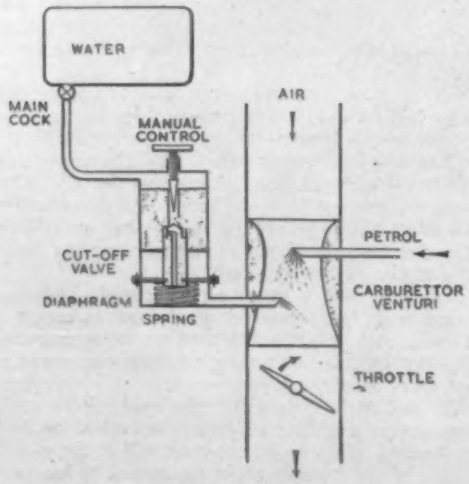


Fig. 1. Diagram of a simple system, in which water flow is directly proportional to venturi depression, and there is cut-off by a spring-loaded diaphragm at low venturi depression (closed throttle)

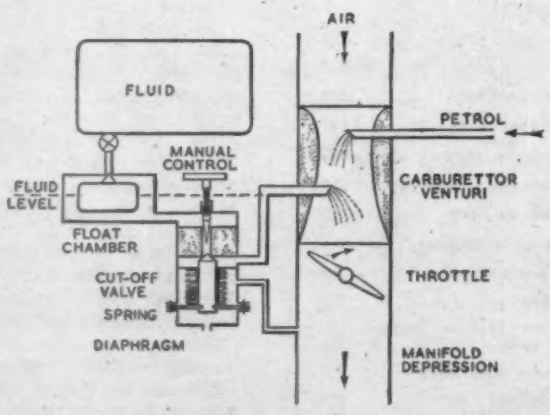


Fig. 2. Diagram of an American-developed system, with float control of water level, and flow cut off by high manifold depression when the throttle is closed

PRACTICE

BY E. M. GOODGER, M.SC. (ENG.), A.M.I.MECH.E., A.F.R.AE.S., F.INST. PET.

recommend an initial setting to give a consumption of one pint of water to about 2 gallons of petrol. Further adjustments can then be made to suit the engine and the driving conditions. The flow cut-off device may be incorporated with the manual control, so that water is allowed to flow only when the throttle is wide open, giving a high depression in the carburettor venturi.

The combined unit may be represented in the form of a taper needle fitting into a jet, the latter contained in a flexible diaphragm subjected to the venturi depression and to a light spring load. A predetermined depression overcomes the spring load, and the water flow increases with the depression.

It is not advisable to allow the water to interfere with the petrol spraying into the venturi, and the water orifice is usually placed nearer the throttle. The water should be introduced positively into the air stream and not allowed to flow along the manifold walls. A delivery tube protruding through at least one third of the internal diameter of the manifold is recommended. The tube may be cut off obliquely at the outlet to face the engine; or drilled with downstream holes for delivery, with smaller upstream holes to allow air to enter and atomize the water; or with transversely drilled holes, which should give better distribution of the water across the air stream.

Great care should be taken over the positioning of the water inlet, especially to ensure that it does not foul the throttle butterfly; latest practice is to introduce it sufficiently far downstream of the carburettor to eliminate such risks. In this connection, it should be emphasized that the drawings given here are diagrammatic only, and should not be regarded as general arrangement drawings.

Alternative systems used abroad for the injection of alcohol-water-lead solutions are based on the principle shown in Fig. 2. Here, a float chamber is added in order to maintain a constant head of fluid at the metering jet, and the cut-off device is controlled by means of a separate connection.

Because of variations in volumetric efficiency and combustion behaviour, knock occurs more readily at lower engine speeds. With changes in engine speed at constant throttle position, the venturi and manifold depressions change in the same way, instead of in opposition. A reducing speed, for example, lowers the depression in both the venturi and the manifold. It follows, as shown in the table, that the quantity of water required to suppress knock is directly proportional to the manifold pressure, regardless of speed or throttle opening.

Engine Condition		Simple system injecting into venturi in direct relation to venturi depression (Fig. 1)		Refined system injecting into manifold in inverse relation to manifold depression	
		Depression	Water Flow	Depression	Water Flow
Throttle ..	Open	High	High*	Low	High*
	Closed	Low	Low*	High	Low*
R.P.M. ..	High	High	High	High	Low†
	Low	Low	Low	Low	High†

* Throttle sensitivity required by engine. † Speed sensitivity required by engine.

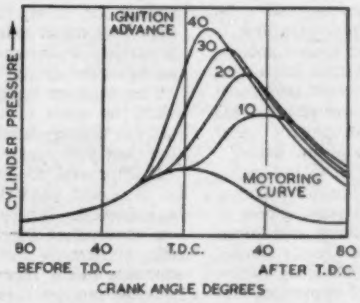


Fig. 4. *Indicator diagrams show the effect of ignition timing on power output*

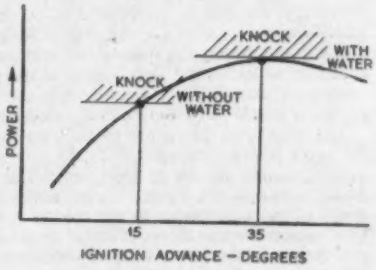


Fig. 5. *Variation of power with ignition advance, and with and without water*

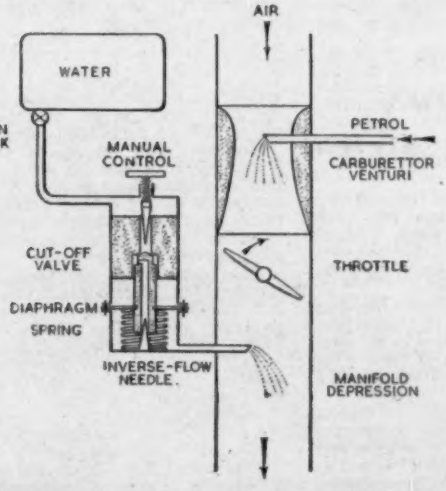


Fig. 3. *Diagram of a developed version of Fig. 1. Water flow is in inverse proportion to manifold depression; it is cut off by the inverse-flow needle at high manifold depression (closed throttle) and by the spring-loaded diaphragm valve at zero depression (engine stopped)*

In a commercially developed version of the simple injection system shown in Fig. 1, injection is made on the engine side of the throttle (Fig. 3). As the water flow requirement varies inversely with the manifold depression, a second jet and taper-needle is incorporated so that a greater depression, acting on the diaphragm, partly closes the second jet and restricts the flow, and so gives the inverse depression-flow relationship. Both very high (closed throttle) and very low (engine stopped) depressions shut the water flow off completely.

This system should, therefore, give improved acceleration and hill-climbing, in addition to the knock-freedom at constant speed provided by the simpler instrument. Injection of the water nearer to the cylinders is also good in principle, but not too near a bend or bifurcation in the manifold, or the distribution of the water will suffer.

The effects of water injection upon performance are beneficial only when the engine is operating at knocking conditions; unless this is the case water injection will *reduce* power. Unless the engine knocks very heavily at

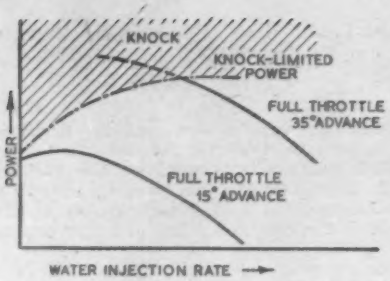
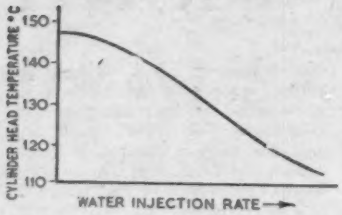


Fig. 6. *The effect of water injection on power and knock*

Fig. 7. *The effect of water injection on cylinder head temperature*



full throttle, this means that increases become possible in compression ratio or ignition advance, or a weakening is permissible in the mixture strength. Changes in compression ratio are seldom convenient to make, and a limit is set by the load-carrying capacity of the bearings. Ignition timing, however, can be varied easily, and can be returned as readily to its original setting if the use of water is discontinued at any time.

The area under the indicator diagram lines in Fig. 4 represents power, and it is seen that greater degrees of ignition advance increase the area under the curves both before and after top dead centre. The former are negative, as they oppose the movement of the piston on its upstroke, while the latter are positive, the differences giving the overall power output from the cylinder. Clearly, an upper limit to ignition advance is set by the rapid increase in negative power, and optimum conditions are found when the peak pressure occurs at about 12 deg. after t.d.c.

The variation of power output with ignition timing is shown by the typical curve in Fig. 5. Also shown are the knock-limited powers for the engine in question, both with and without water, the quantity of water injected being just sufficient to locate the knock limit at the power peak. This represents an ideal application, and the quantity of water required would have to be determined by trial and error.

The same conditions are to be seen in Fig. 6, indicating the extra power obtainable with the greater ignition advance made possible by water injection. The adverse effect of water injection on power under non-knocking conditions and without adjustment to the engine is also clearly shown. One reason for the direct effect of water in reducing engine power lies in the lower temperature level of operation, and the correspondingly lower combustion activity. The water is really needed in the end gas zone, but it is most conveniently introduced into the complete charge. With engines having a tendency for hot running, the overall cooling is also generally beneficial. Fig. 7 shows a typical reduction in cylinder head temperature obtained with water injection.

In some cases, enrichment beyond that for maximum power must be used at full power conditions in order to prevent knock. Mixture weakening permitted by water injection, therefore, gives a slight improvement in power, in addition to that in economy.

In cold weather, use of the water-injection system either may have to be discontinued, or an anti-freeze employed. Methyl alcohol (Methanol) is a convenient anti-freeze agent, being effective as a freezing-point depressant, and having inherent heating value which effectively richens the overall mixture, a high anti-knock value (approximately 100 octane number) which increases the quality of the fuel, and a high latent heat which gives a measurable supercharging effect in the manifold.

Summarizing, if economy is the primary aim behind the application of a water-injection system, the lower grades of fuel should be employed, and the water arranged to replace the excess fuel supplied at full-throttle conditions. This may mean using a smaller main jet, blanking off the power jet, or changing the mixture control needle, depending upon the design of the carburettor.

This mixture weakening should cause the engine to knock when the water is not used. If this does not happen, the ignition timing should be advanced until knock does occur, then just sufficient water introduced to suppress the knock.

If improved power is the criterion, the water flow should be increased until the ignition timing for peak power can be achieved. If this is already obtainable knock-free without water, then increases in compression ratio are permissible, subject to the strength of the engine structure being adequate to the increase in loads.

Whatever the method of water injection, or the adjustments made for improved performance, the presence of the additional water in the cylinders helps to convert the hot, deposited carbon into carbon monoxide and then burn completely to carbon dioxide in the usual way. This gives the engine a greater opportunity to keep clean, and may so reduce wear and frequency of overhauls.

VEHICLE SALES INSPECTION

Application of Testing in South Africa

ALTHOUGH the introduction of compulsory vehicle testing in this country has been shelved for the time being, it is still likely that steps may be taken to enforce periodical inspection. Attention is again turned to this subject by the recent opening of a voluntary vehicle testing centre at Slough.

There are already several countries in which full testing of vehicles is compulsory, and of these the system employed in South Africa—outlined in a recent letter from a reader—is fairly typical.

There are variations from one province to another, but it is stated that next year new legislation in South Africa will introduce uniformity into the system.

Basically, however, all used vehicles require a certificate of roadworthiness for which a fee of ten shillings is charged, before they can be transferred into another name. The standard required for a vehicle to pass the test varies very much according to the area in which it is carried out, and it appears that the new motoring regulations will lessen these differences.

If a vehicle is failed, the items requiring attention are marked on the test report, and it must then be re-tested in the same town. It is not possible to drive a car from one town to another for test until eventually it is passed.

Those who oppose compulsory inspection draw attention to the opportunity which exists for dishonesty, and the uselessness of a certificate which has merely been "purchased" from an unscrupulous examiner. Certainly it does appear that there may be cases of this misuse of the system in South Africa; our correspondent mentions towns in which examiners are alleged to start with an inspection of the glove locker to see what has been placed there by the hopeful owner!

Normally such inspections are witnessed by the prospective buyer, who is thus able to see how thoroughly the inspection is carried out: a Johannesburg certificate of roadworthiness, for example, is said to be quite a recommendation for purchase.

The forms which are used for the vehicle report indicate that the inspection is a thorough one, and include a report on factors not bearing directly on road safety, such as "exhaust smoke," "oil leaks," "silencer." The inspection form used on public service vehicles is even more particular, and details attention to "bells for passengers," "cushions and upholstery," and "ventilation," in addition to the normal safety factors.

This system may well succeed in keeping vehicles in a sound roadworthy condition at the time of changes of ownership; but apart from that, the value of such inspections as applied to this country seems to be doubtful.

NEWS AND VIEWS

Winner of the London-Languedoc-Sète Rally, Dr. I. H. Cameron (right) with his passengers, Mrs. Cameron and Mr. T. Went, and the two principal trophies. The car is a Sunbeam-Talbot 90. A report of the rally, and more photographs, will be found on page 192

Canadian Ownership

MORE than half of all Canadian households had a car last year, and of these, nine per cent had two or more.

Fuel and Oil Prices Abroad

COMPREHENSIVE lists of fuel and oil prices abroad have been published in a booklet available free on request to Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2. A table of exchange rates for a large number of countries is included.

Roads for Norway

ALLOCATION of funds for road-building by the Norwegian Parliament in the financial year beginning on July 1, was £10,650,000. Many of the speakers in the debate urged that this estimate—out of all proportion with road-expenditure in this country—was inadequate for the 22,000 miles of new roads which are required.

"Blown Minor" Reduction

IN connection with the recent article "Blown Minor", we learn from the makers of the Shorrock Supercharger that they have been able substantially to reduce the price of the conversion kit for Morris Minors. For the side-valve car the cost is now £61 10s and for the latest overhead-valve version £63 10s. This compares with an original cost of £80 as quoted in the article.

More and More Cars

IN spite of the railway and dock strikes, the previous highest British production figure for all vehicles in any six-month period has been exceeded in the first half of this year by over 100,000 cars and commercial vehicles. The new peak production figure is now 626,500. The combined total of shipments of cars, trucks and buses for export up to the end of June was 278,000, and this again was a new record. Britain thus continues to be the leading exporter of cars with a total of 200,000, followed by Western Germany and U.S.A. with estimated figures of 160,000 and 131,000 respectively.

London Motoring

SIGNPOSTING of the London through routes is still inadequate in many areas, making a street map quite invaluable. A particularly good large-scale map has been published by the Vacuum Oil Co., Ltd., No. 10 in the series of Mobil maps of the British Isles. On one side an area of about 18 miles round London is shown, and on the other a more detailed street plan of Central London and the West End shows clearly all the minor streets, parking places and one-way streets. Districts and roads are indexed, and the so-called major roads are shown in yellow. This map, price 6d from all Mobilgas service stations, is recommended to all London motorists.

German Motor Expansion

PLANS for expansion and investment have been announced by the Daimler-Benz and Opel companies for next year. Opel production figures are expected to be increased from 600 to about 1,000 cars a day, and Daimler-Benz hope to achieve an increase of around 500 cars a month.

Question of a Ramp

POLICE of one county are now understood to be threatening prosecution for motorists who habitually leave pavement ramps in the street. At the most, these ramps seldom protrude more than six inches into the road, but it is claimed that they are "obstructing the highway." It is interesting to note at the same time that municipal authorities are urging householders to have their pavement edges provided with built-in ramps at "a small charge."

New Cars in Northern Ireland

NEW cars registered for the first time in the month of June in Northern Ireland totalled 884. Of these the largest number of any one make was Austin, having 192 new registrations, followed by Morris (187) and Ford (160); next came Standard (98), Hillman (67) and Vauxhall (63). Among manufacturers of whose products only one car was registered during the month were Bristol, Citroen, Mercedes-Benz, Renault, Singer and Triumph. Volkswagen registrations totalled 27; also of interest was the fact that for every two new cars there was one motor cycle.

Cars in the Wash

A NEW industry growing up in America is the "car laundering" business. In the last ten years almost 2,000 car laundries have been opened, most of which are capable of washing around 1,000 cars a day. Prices for a complete valeting service vary from 7s to 8s, and most of the business is done through the night; a motorist can leave his car at the "laundry" at night when he has finished with it, and it is then delivered to his house next morning.

Cars in Sweden

REGISTRATIONS of new cars in Sweden have risen by 6,000 since January, 1954, and the total number of cars registered in the first six months of this year was 63,135. Highest sales were of the Volkswagen and the Swedish Volvo, followed by General Motors and Ford (all products). The number of Volkswagen cars imported exceeded 13,000.

R.A.C. Map for Members

COVERING the whole of Britain on eight sheets 20in by 33in, the Royal Automobile Club have published a new six-colour map of Britain for members, priced at 3s for each sheet in the series. The first four of these, covering the whole of England and Wales south of Manchester, are now available from The Royal Automobile Club, 83, Pall Mall, London, S.W.1, or any county office. The remaining four sheets are expected to be printed in the near future.

FLYING-MOTORING LIAISON

FACILITIES now being arranged by British European Airways will enable passengers flying abroad to use a hired car on arrival without spending their foreign currency allowance on the cost of rental. When a seat on the 'plane is booked, a car can now be reserved at the same time, and as they are covered by full insurance the large deposit normally demanded will not be required.

Cars will be ready to drive away from the air terminus, and the hire charge will be prepaid in sterling up to a maximum of £35; any charges in excess of this total must be paid in the appropriate foreign currency direct to the contractor. This scheme will be operated initially in Belgium, Cyprus, Denmark, France, Germany, Holland, Italy, Norway, Sweden and Switzerland; and in such countries as the latter luggage racks and chains may be fitted without extra charge. The arrangement also extends to cities served by B.E.A. domestic flights.

Typical charge for a day's hire is £1 3s 6d for an Opel Kapitan excluding mileage, which is charged at 6d per km. Thus for five days' hire entailing 565 km, the total charge would be £20. Alternatively, to hire a Volkswagen about £2 per day is charged, which includes an allowance of 80 km per day, plus 4d per additional km. On this basis 400 km spread over five days' hire would cost about £10.

Only modern cars are used for hire under this new system, and where collection is involved, the cost is approximately £5 10s per 1,000 km.

NEWS AND VIEWS . . .

Cars by Air

MORE than twice as many cars and passengers were flown on Silver City Airways' Ferryfield-Le Touqvet route on an average day this year as on a comparable day in 1954. This large increase has been made possible by operating the air ferries at a much higher load factor this year; although the highest number of daily trips stands at 222, the latest record load for any one day was carried in only 165 trips.

Bouquet for the Pump

ONLY 1.46 per cent of the 613 petrol pumps which were tested for accuracy in the Edinburgh area last year were rejected. This statement, by the chief inspector of weights and measures in Edinburgh, Mr. D. M. Sedgewick, is a compliment to the manufacturers of petrol- and oil-measuring equipment, on the accuracy of which motorists rely almost without question.

Borgward Developments

IT will be remembered that in the last Carrera Mexicana two Borgwards ran very well until eliminated by crashes. Now, the Carl F. W. Borgward combine are working on an entirely new engine for their 1½-litre racing car, featuring two overhead camshafts and direct fuel injection: from the new unit the manufacturers expect an output in excess of 120 b.h.p.

Additionally, Borgwards are working on a new "fast travel-car." It is understood that the new model is a low streamlined saloon, aluminium-panelled, and having two large and almost vertical tail-fins. At least one prototype has been seen on *autobahnen* in the Bremen area; it is stated to have a transparent roof, and to be capable of around 130 m.p.h.

Powered by a 322 c.c. twin-cylinder two-stroke engine, a recent addition to the range of three-wheeler cars is the Powerdrive. This little car has a tubular steel chassis and coil spring, swinging arm suspension; the single rear wheel is chain-driven. Refinements such as electric starter, winking indicators, hydraulic brakes and three-speed gear box are included in the specification. The manufacturers claim a maximum speed of 65 m.p.h., cruising speed of 50 m.p.h. and petrol consumption of 65 m.p.g. It will cost in this country £381 11s 3d

Mr. R. G. Cooke, M.P.

MR. R. GRESHAM COOKE, who for nine years was Director of the Society of Motor Manufacturers and Traders until he entered Parliament as M.P. for Twickenham, has been elected to the board of Rootes, Ltd.

Westminster Commentary: End of Term

AT eleven minutes before 5 o'clock on Thursday, July 28, the House of Commons "broke up," to scatter to the four corners of England (and some members to foreign shores, no doubt) until October 25; the Lords had adjourned a day earlier. During the recess they will have the Chancellor's economic proposals to gestate, and his statement that road development will be limited to the plan announced by the Minister of Transport in February. Mr. Butler said he would review the position in the autumn.

Hot on the heels of this announcement came a further instalment of proposed trunk road schemes, which Mr. Boyd-Carpenter hopes to authorize during the years 1956 to 1959. We may be forgiven for suspecting tongue in cheek.

Meanwhile, interesting news about the much publicized and large-scale American road plans comes from across the Atlantic; the President's programme has been thrown out by the House of Representatives, and so has a Democratic Bill, both measures meeting a cul-de-sac on financial provisions. The British programme has at least been authorized.

The suggestion that a national highway authority should be established to raise loans and administer finances for the roads has, I see, been picked up by Earl Howe, who aired it in the House of Lords last week. The proposal was contained in a booklet issued by the British Road Federation, and had some support in the Upper Chamber, although the motion was withdrawn after the Earl of Selkirk had doubted the need for such an authority. He affirmed that it was the Government's intention to go through with the roads programme which had been announced.

Prohibition of flashing indicators has been the object of representations to Mr. Boyd-Carpenter from various bodies, including the police committee of the Association of Municipal Corporations, and the Police Federation of England and Wales. Although we are now more used to the flashers over here, the scientific fact still remains—that semaphore arms are more quickly spotted. Other traffic news is that the draft of the new signs regulations which the Minister hopes to issue shortly will move closer to Continental practice. The picture signs which are in usé over most of Europe are admirable, since each notice is readily understandable whatever the language of the motorist who meets it.

Approval will also be sought, when Parliament reassembles, for regulations exempting dual-purpose vehicles, including those of the Land-Rover type, from speed limits when out of built-up areas. Such vehicles, if they comply with certain requirements—they must not, among other things, draw a trailer, have an unladen weight of more than two tons, or seat more than seven besides the driver—will be treated as private cars as far as the speed limit is concerned. At present, exemption is permitted if they are not carrying goods for hire or reward or business purposes. If the new regulations are passed, dual purpose vehicles drawing two-wheeled trailers will also be able to travel at 30 instead of 20 m.p.h.

STUDENT OF POLITICS.

American Stocks

THE major American car-producing concerns disagree with the view of a Senate sub-committee, which complained that America was suffering a record number of unsold cars, and that failures of car dealers had increased by 200 per cent. Spokesmen of General Motors, Ford, Chrysler, American Motors and Studebaker-Packard answered that dealers' inventories were actually below what they should be at the current record volume of sales, their stocks were barely adequate in the present market, and that dealers were in a very strong financial position.

Book Received

Rene Cutforth Reporting. By Rene Cutforth. Published by Arco Publishing Co., Ltd., 10, Fitzroy Street, London, W.1. Price 12s 6d.

Echoes of a recent series of broadcast radio documentaries are to be found here, augmented, amplified and illustrated; they give vivid vignettes of some of the oddities of life in these islands, and few indeed who read this collation will fail to identify among their acquaintance some of the characters so clearly outlined. The motoring enthusiast will return again and again to the first episode in this grand tour, dedicated to old cars and characters—and how colourfully are they drawn. Other chapters discuss the peculiarities and personalities of English pubs—and the English public, Soho, fairs and markets, English cheeses, and accents and attitudes—a seemingly odd miscellany, but linked by a wise depth of observation and analysis. One is chary of recommending this as a bedtime book—it is too interesting.

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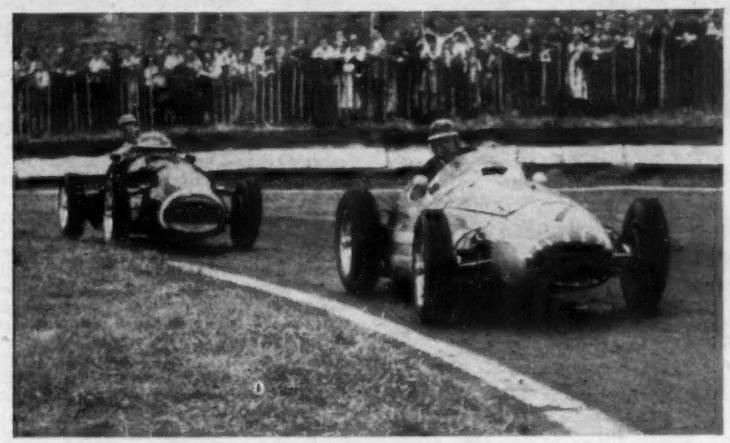
CRYSTAL PALACE



Hawthorn in the Maserati owned by Stirling Moss, leads the 2-litre Connaught driven by C. A. S. Brooks round South Tower curve on the first lap of the first race

LAP records were broken in seven out of eight of the events, and several exciting duels developed at the B.A.R.C. Bank Holiday meeting at Crystal Palace last Saturday. A crowd of moderate size also saw Mike Hawthorn, driving the Stirling Moss Maserati in the international trophy race, lap in 1min 03.4sec, so raising the course record to 78.93 m.p.h. The previous holder was R. Parnell (2½-litre Ferrari) at a speed of 75.82 m.p.h.

Roy Salvadori set up a new unlimited sports car lap record at 74.69 m.p.h. (previously 71.08) in a DB3S works Aston Martin). Ivor Bueb established a new 1½-litre record of 73.59 m.p.h. in the 1,100 c.c. Cooper-Climax (previously 70.88 m.p.h.).

As the ten starters for heat 1 of the International Trophy Race took up their positions, Paul Emery in the Emeryson Special was missing, but frantic work on his car enabled him to appear in heat 2, a fitting reward for his third fastest practice time in 1min 7.4sec. The front rank was occupied by M. Hawthorn (Maserati), C. A. S. Brooks (2-litre Connaught), J. K. Hall (Cooper-Bristol) and H. Gould (Maserati). Jack Fairman, driving the non-streamlined F.1 Connaught of R. R. C. Walker, had to take rear position on the grid. Hawthorn requested that the dust be swept clear of his path on the inside of the course, knowing that it is all-important on this narrow, tortuous circuit to be first through Ramp Bend. His precaution paid off, and he was followed closely by Brooks, Gould and Hall.

From the second row of the grid Salvadori, in the Gilbey Engineering Maserati, had worked up to third position behind Hawthorn and Gould first time round, and then neatly slipped into second place at the commencement of the third lap. The first two—never more than 100 yards apart—opened up a considerable gap between them and the rest of the field. Meanwhile Fairman was working through the pack to occupy fourth place on the third lap, but despite a keen struggle with Gould's Maserati over the remaining seven laps, he had to be content with that.

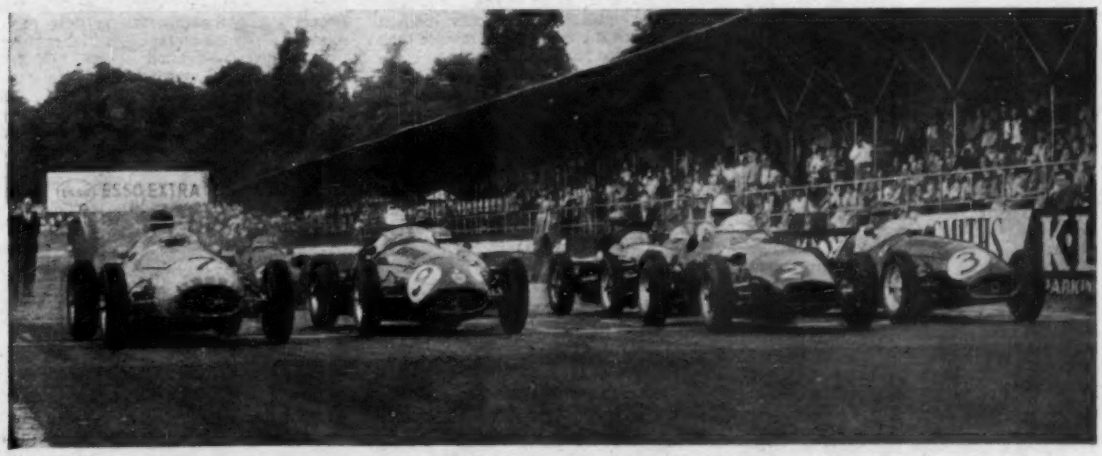
By the eighth lap the two leaders had lapped Tony Crook in the Cooper-Bristol, which, along with Halford in a similar car, retired next time round. Hawthorn crossed the line 1.6sec ahead of Salvadori, at an average speed only 0.7 m.p.h. below the previous lap record.

Paul Emery made up the total of ten starters in the second heat, the front rank being occupied by Schell (Vanwall), Gerard (Cooper-Bristol), J. Young (2-litre Connaught) and Brabham in the formula 1 Cooper with the Bristol engine at the rear. Emery shot into the lead through Ramp Bend, followed by Young, Schell, and Boulton (2-litre Connaught). Bob Gerard split the differential housing of his Cooper-Bristol in his efforts to make a smart getaway, and was pushed from the grid. Hectic work by the course marshals to sand and brush the consequent patch of oil before the cars reappeared in approximately 68 seconds, was commendable.

First time round, the Emeryson was in the lead, but, with much fist-waving, Schell took the Vanwall through on the inside of Ramp Bend, and thereafter increased his lead to 250 yards by lap 3. Meanwhile Boulton had left the course at Ramp Bridge on the second lap when lying fourth.

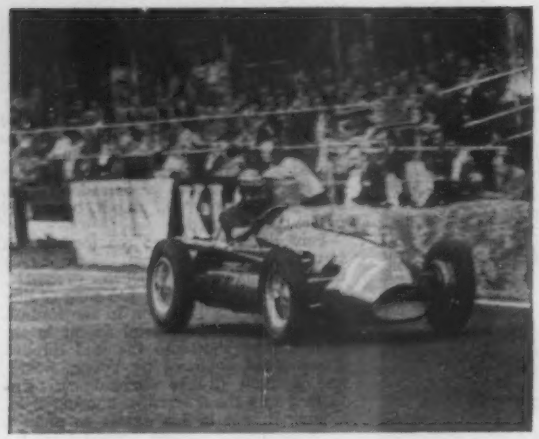
A tense struggle for second place was going on between Emery and J. A. Young in the 2-litre Connaught, but the latter was eliminated, with smoke pouring from the engine, in the seventh lap. On the sixth time round, Schell had increased his lead to 18sec, and after two more laps had passed the tail-enders. Brabham was handling the formula 1 Cooper very well, and on the last lap slipped past M. F. Young in the 2½-litre Connaught to gain third position. The Vanwall crossed the line an easy winner, 35.4sec ahead of Emery.

The senior 500 c.c. race provided the most thrilling duel of the afternoon. Starting from the pole position on the inside, D. Taylor in a Cooper-Norton was first into the bend. First time round Bueb was followed by Taylor, Allison and Russell, all in Cooper-Nortons, with Bicknell in the Revis fourth. Jim Russell



Leaving the line together, Hawthorn needed all his skill to lead Schell in the Vanwall through Ramp Bend at the start of the International Trophy

CRYSTAL PALACE . . .



Paul Emery drove the Emeryson Special well to finish second in his heat, but the engine seemed to have lost power when taking part in the final of the International Trophy

notched a position on the second lap and again on the fourth, to challenge Bueb closely. For three laps these two continued seemingly inches apart, Russell trying vainly to pass first on the inside and then the outside. On the eighth lap they passed the finishing line level but Bueb hung on just a little longer approaching Ramp Bend, to keep his lead through the corner.

On the sixth lap the Revis lost its left-side rear wheel at Ramp Bridge, and by this time, after a poor start, Don Parker in the Kieft had worked through to fifth place. As they came into the right-hand bend to the finish Russell went over to the outside and crossed first by the width of the line from Bueb, with Allison third. The winner's speed was 72.92 m.p.h. Don Parker and Cliff Allison both raised the lap record to 74.69 m.p.h., an increase of 1.75 m.p.h.

The junior 500 c.c. race was lacking in excitement by comparison, except for the start, when several cars touched in bunching for the first corner. Raby, in a Cooper-Norton, quickly established a lead and crossed the finishing line 48sec ahead of J. Brown (Martin Special), who was 25.4sec in front of the third man home, T. Bridger (Kieft-Norton). During the race four cars went off the course.

In the up-to-2-litre sports car race, Colin Chapman with the 1½-litre M.G.-engined Lotus went straight into the lead, and was 100 yards ahead after two laps. Meanwhile the duel between Sopwith and Bueb, each in a Cooper-Climax, was the race highlight. Bueb was ahead for the first five laps until Sopwith nipped through on the inside at North Tower Corner. Wool tufts had been fixed to the tail of this car to study the air flow at this controversial point, but the excitement was far too great to consider their behaviour. Chapman had increased his lead to five seconds, and was motoring with great precision. Salvadori was not finding the 2-litre Maserati-engined Cooper to his liking, but managed to work through to sixth position at the end. Mike Anthony grimly kept the Lotus-Bristol in fourth position throughout the 10 laps to finish 3.8sec ahead of Jim Russell in another Cooper-Climax.

Sopwith maintained his second place by good driving and determination until the last lap when, forced to brake a little early at Ramp Bend, Bueb took advantage to go through on the inside and very nearly forced his rival on to the grass, which lost Sopwith a good two seconds. Chapman received the winning flag 2.4sec ahead of Bueb, and Sopwith a further 2sec away came in third to well-deserved cheers. Bueb, in an 1,100 c.c. car, had raised the 1½-litre sports car lap record from 70.88 to 73.59 m.p.h.

Unlimited

Among the unlimited sports cars for event six was the E.R.A.-Jaguar. Using the original E-type chassis with de Dion and four-speed synchromesh gear box at the rear, and Porsche trailing links forward, it lasted only four laps, and rear-end stability was far from good when braking for corners. From the pole position Scott-Brown (Lister-Bristol), was smartly away and held this place until the end of the first lap, followed by Salvadori in the works DB3S Aston Martin, Mike Anthony and Scott-Russell in similar Lotus-Bristols. Salvadori passed Scott-Brown on the second lap into Ramp Bend and proceeded to build up a steady lead in the bigger car. Anthony held third place for the first four laps, but his engine misbehaved and he was forced to pull in next time round. This let Scott-Brown through with Blond (Jaguar XK120C) fourth, Crook (Cooper-Bristol) fifth, and F. C. Davis (Lotus-Bristol) sixth, and the order remained to the end.

By lap six Salvadori's lead was 6sec, with a gap of 15sec between second and third. Continuing to increase his lead by approximately 1sec per lap, Salvadori caught and passed the last man, Kyffin (Cooper-Bristol), on lap nine, Scott-Brown doing the same thing next time round. The race average was higher than the previous unlimited sports car lap record, Salvadori also establishing a new lap speed of 74.69 m.p.h.

The final of the International Trophy race, for the first six cars from each heat, promised an interesting battle between Hawthorn's Maserati and Schell in the Vanwall. Although qualified, Fairman (Connaught) and Brabham (Cooper) did not reach the grid and there were thus only ten starters. Stirling Moss, who started the race, soon saw Hawthorn put the matter beyond doubt with a good getaway. First time round it was Hawthorn, Schell, Gould and Salvadori, and by the third lap the silver Maserati was 80 yards ahead.

A keen struggle was going on between Gould and Salvadori for second place, which the latter took on the second lap. By the ninth lap Gould was on his tail but the car retired in much smoke on the eleventh. Schell had closed the gap to 2sec by the ninth lap, and was then 11.5sec ahead of Salvadori.

Trengwainton

THOUGH favoured with a smaller entry than usual, the West Cornwall Motor Club's hill-climb on August Bank Holiday saw closer competition in each class than ever before. During practice it became obvious that even if G. S. Scali's record, made in the H.W.M.-Jaguar at Easter, were not broken the perfect condition of the course would permit some very fast times.

The sports cars up to 750 c.c. class saw a varied collection of Austin Seven specials doing battle and of these J. G. Marsh's very stark model was fastest with 31.96sec. K. Newland Hodges, despite the assistance of an eight-plug cylinder head, could not better 33.57.

As is not unusual, C. A. Cleave dominated the up to 1,300 c.c. class with his Morris Special, and his time of 25.62sec. was very near the record. S. J. Broad's Lotus-M.G. did a very neat climb in 26.8sec. Sliding each of the many bends S. C. Gray took his Grayford Special to the summit in 27.54sec. Running unblown this time, E. D. Scobey drove his Dellow in a determined fashion to achieve 28.47.

The Mark VIII Lotus of T. G. Cunane, looking strangely out of place on Trengwainton, surprised the other contenders for 2-litre class honours by recording a most deceptive-looking 26.44 sec. J. Banbury's TR2-engined Morgan Plus Four climbed very neatly in 26.60 sec and most decisively trounced the opposing TR2s. With its 1,466 c.c. M.G. engine J. T. Skinner's Dellow proved far from ideal for this sinuous course but managed third in the class.

The runs in the open championship class were largely a repeat of previous performances. Cunane in the Lotus misjudged the right-hand hairpin on his first run and with the consequent reverse took 33.2sec. Ash Cleave was unable to equal the time he made in his previous runs. Then just at the end T. G. Cunane in the Lotus did a perfectly judged climb in 25.57sec, so wresting f.t.d. from Cleave and coming within 0.08sec of the H.W.M.-Jaguar record.

RESULTS

Sports cars up to 750 c.c.: 1, Austin Spl. 747 (J. Marsh), 31.96sec; 2, Austin Spl. 747 (K. Newland Hodges), 33.57sec; 3, Austin Spl. 747 (E. Moore), 39.95sec. **751 to 1,300:** 1, Morris Spl. 1,086 (W. A. Cleave), 25.62sec; 2, Lotus-M.G. 1,250 (S. J. Broad), 26.80sec; 3, Grayford Spl. (S. C. Gray), 27.54sec.

1,301 to 2,000: 1, Lotus-M.G. 1,467 (T. G. Cunane), 26.44sec; 2, Morgan 1,991 (J. Banbury), 26.60sec; 3, Dellow 1,466 (J. T. Skinner), 26.76 sec. **Over 2,000:** 1, Allard 3,600 (B. S. Gordon), 28.01sec; 2, Austin-Healey 2,660 (T. Alderton), 28.55sec.

Open Championship: 1, Lotus-M.G. 1,467 (T. G. Cunane), 25.57sec; 2, Morris Spl. 1,086 (W. A. Cleave), 25.82sec; 3, Dellow 1,466 (J. T. Skinner), 26.31sec.

Fastest time of the day: Lotus (T. G. Cunane), 25.57sec.

Best aggregate of runs: Morris (W. A. Cleave). **Best Vintage car:** Austin (J. Marsh), 31.96sec. **Best lady driver:** Dellow 1,172 (Mrs. N. Parsons), 29.97sec.

On the ninth time round Hawthorn lapped M. Young (2½-litre Connaught). Schell was about to do the same before Ramp Bend but was baulked. The two leaders, on the fourteenth lap, caught and passed the Emeryson Special, which appeared to have lost power. Hawthorn crossed the line 1.4sec ahead of the Vanwall, at an average speed of 77.38 m.p.h., with a record lap of 78.93 m.p.h.—a very fine piece of driving. Schell was a worthy runner-up 1.4sec behind, and a considerable distance (31.4sec in time) ahead of third man home, Salvadori (Maserati).

For the last race (those finishing outside the first six in each heat for the International Trophy), there were only four starters. Bob Gerard had replaced the differential of his Cooper-Bristol—a slick piece of pitwork. The other starters were M. Keen (formula 1 rear-engined Cooper-Bristol), Webb (Turner) and Tony Crook, who failed to get away and rejoined the fray exactly one lap behind. Gerard quickly drew away from the field and finished 43.4sec ahead of Keen, both of them lapping Webb. Crook was only 5sec off catching Webb after his unfortunate start.

RESULTS

International Trophy: Heat 1, 10 laps: 1, Maserati 2,493 c.c. (M. Hawthorn), 11min 0.6sec, 75.75 m.p.h.; 2, Maserati 2,493 (R. Salvadori); 3, Maserati 2,493 (H. Gould).

Fastest lap: M. Hawthorn and R. Salvadori, 1min 04.2sec, 77.94 m.p.h.

Heat 2, 10 laps: 1, Vanwall 2,490 (H. Schell), 11min 04.4sec, 75.33 m.p.h.; 2, Emeryson 2,460 (P. Emery); 3, Cooper 2,200 (J. Brabham).

Fastest lap: H. Schell, 1min 05.2sec, 76.75 m.p.h.

Final—15 laps: 1, Maserati (M. Hawthorn), 16min 10.0sec, 77.38 m.p.h.; 2, Vanwall (H. Schell), 16min 11.4sec; 3, Maserati (R. Salvadori), 16min 42.8sec.

Fastest lap: M. Hawthorn, 1min 03.4sec, 78.93 m.p.h. (new course record).

Senior 500 c.c. Race, 10 laps: 1, Cooper-Norton (J. Russell), 11min 26.2sec, 72.92 m.p.h.; 2, Cooper-Norton (I. Bueb); 3, Cooper-Norton (C. Allison).

Fastest lap: D. Parker (Kleft) and Allison, 1min 07.00sec, 74.69 m.p.h. (new record).

Junior 500 c.c. Race, 10 laps: 1, Cooper-Norton (I. Raby), 11min 49.6sec, 70.51 m.p.h.; 2, Martin Special (J. Brown); 3, Kleft (T. Bridger).

Fastest lap: I. Raby, 1min 09.20sec, 72.31 m.p.h.

Sports Cars (Non-supercharged up to 2,000 c.c.), 10 laps: 1, Lotus 1,476 (C. Chapman), 11min 37sec, 71.79 m.p.h.; 2, Cooper-Climax 1,097 (I. Bueb); 3, Cooper-Climax 1,097 (T. Sopwith).

Fastest lap: I. Bueb, 1min 08.00sec, 73.59 m.p.h. (new 1,500 c.c. class record).

Sports Cars (Unlimited Capacity), 10 laps: 1, Aston Martin DB3s (R. Salvadori), 11min 24sec, 73.16 m.p.h.; 2, Lister-Bristol (W. A. Scott-Brown); 3, Lotus-Bristol (P. Scott-Russell).

Fastest lap: R. Salvadori, 1min 07.00sec, 74.69 m.p.h. (new class record).

Club Trophy (only four starters), 10 laps: 1, Cooper-Bristol (R. Gerard), 11min 13.2sec, 74.33 m.p.h.; 2, Cooper (M. Keen); 3, Turner (J. Webb).

Fastest lap: R. Gerard, 1min 05.00sec, 76.98 m.p.h.

In the Noonday Sun . . .

50,000 MAKE IT A BRANDS BANK HOLIDAY

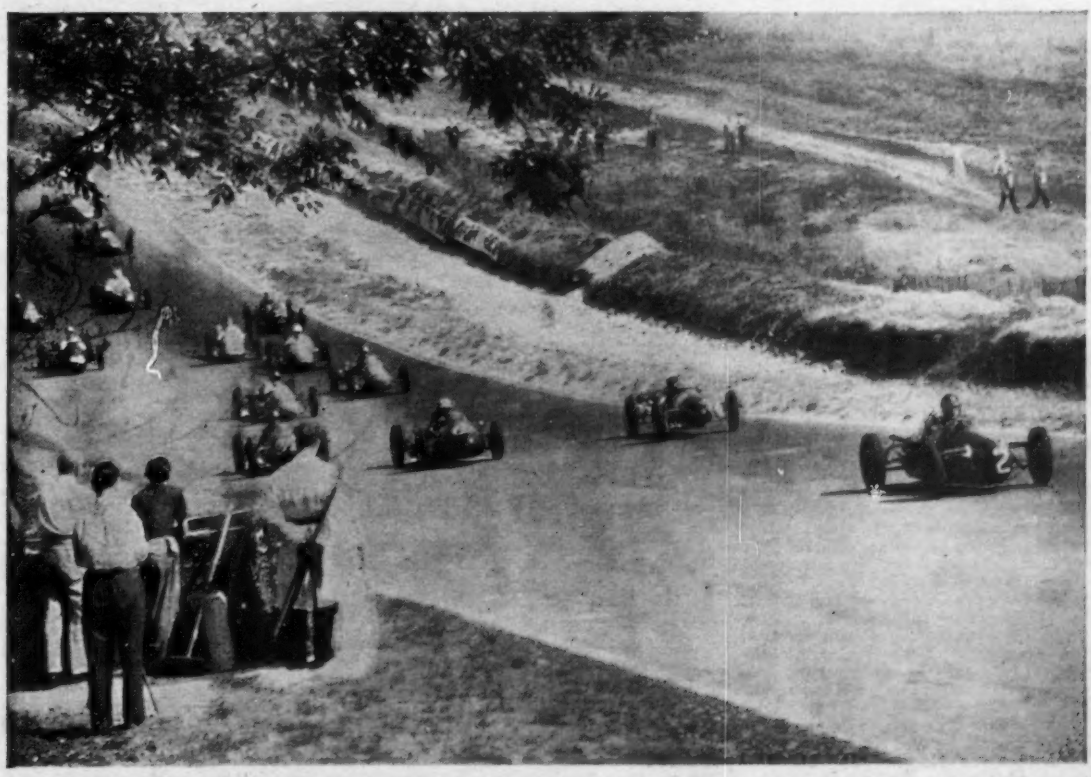
THOUGH only one speed record was broken during the *Daily Telegraph* International meeting on August Monday at Brands Hatch, records went in other directions—on a day of glorious sunshine more than 50,000 people in 10,000 cars flocked to spend their Bank Holiday at the Kent circuit, and they enjoyed seven hours of grand sport; 14 events were fought out keenly, and happily with only one minor casualty.

It would be hard to imagine a more attractive setting for such a sporting occasion—from the huge, new grandstand one can see all but about 200 yards of the 1.24-mile, tree-framed circuit, and it is undulating and curvaceous enough to be a real test of skill and stamina.

The reputation of Brands Hatch was founded, of course, on 500 c.c. racing, and it was fitting that the big event of the day should be the formula 3 series of contests for the *Daily Telegraph* international challenge trophy. But there were sports cars, large and small, bigger racing cars and even Edwardian models to leaven the programme.

The trophy race attracted entries from some of the finest drivers in this country, in addition to competitors from South Africa, Germany and Finland; in other events there were also drivers from France and from Switzerland. So many 500 c.c. experts entered, in fact, that for the main trophy of the day there were three heats, a consolation final, a second final and then the actual cup final. The first heat was led from the start by Ivor Bueb, who before the end was 400 yards ahead of the next best. Bicknell and Allison had a great race of it for second place, passing and repassing. D. F. Iszatt overturned his Cooper at the foot of Paddock Hill, crawled out, righted the car and pressed on with the race, apparently undismayed. The German driver Kuhnke drove his Cooper-Norton well to gain sixth place.

Leston went to the front of the second heat and stayed there, while behind him there were some thrilling do-or-die efforts for places, particularly between Fergusson, S. Lewis-Evans and Raby. The third heat saw Russell out in front on the fourth lap. He had a real to-do with Parker, who repeatedly challenged him in



A gaggle of 500s in the first heat for the "Daily Telegraph" international challenge trophy. Skid marks are clearly visible on the road

BRANDS HATCH . . . . .

the Kieft but finally had to give him best. Meanwhile Wicken came up from the very back to pass Davis on the sixth lap—but he could not catch the leading pair, try as he might.

While the trophy finalists waited for their big event, a special race for J.A.P.-engined 500s and two consolation finals provided outings for those who had not fared so well. It was early in one of the latter events that D. S. Stevenson had a lucky escape from serious injury. He lost a rear wheel at 60 m.p.h. at Clearways; his car rolled over twice to come to rest against the safety barrier, but he suffered no more than abrasions and a strained back.

The *Daily Telegraph* Trophy final was a most gruelling, 30-lap affair, fought out at a cracking pace with the works Coopers, handled by Russell and Bueb, having a terrific tussle for first place with Leston in the Beart Cooper. Leston led for the first five laps with Russell on his tail, and Bueb coming up behind; then Bueb went into second place. For several laps Leston had to be content with third place but, with only four more laps to go, he passed Bueb who, in trying to pip Leston on the last bend, had to take to the grass and lost his chance.

Meanwhile G. Wicken had come up from the back row to have a most exciting, private three-cornered affair with Don Parker (Kieft) and Colin Davis, but unhappily Wicken's car gave up the fight with the finishing line in sight.

Record for Chapman

The Air Kruise Trophy event for sports cars up to 1,500 c.c. was run in two heats and a final, and it was here that Colin Chapman, in the M.G.-engined Lotus, broke the class lap record, knocking 0.2sec off A. Brown's figure in the Connaught. Chapman went round in 62.2sec—71.77 m.p.h. He and Ivor Bueb, who won the event, also qualified for free flights to Le Touquet—a very pleasant little extra.

In the first heat, Chapman took the lead in the second lap from Brandon's Halseylec, with Russell hot after him but, though they ran away from the rest of the field, the Halseylec could not make up for the 400 c.c. advantage of the M.G. engine of the Lotus. Ridy's Lamgia—a combination of M.G. and Lancia—retired wreathed in clouds of blue smoke on the sixth lap. A Swiss entrant, G. Crombac, found his Montlhery gearing too high for Brands and his Lotus—with Consul engine—was unplaced.

The second heat was Bueb's from the start; Gammon saw a dozen cars ahead of him before his Cooper made its somewhat belated getaway, but he was in second place by the end of the second lap. Two cars spun off during the race, but were quickly back on the track; Kestering's elation at being placed was damped when he was involved in a minor collision after the dicing was over and he was re-entering the paddock!

The final saw Bueb in the lead at first, but Chapman—a tail fin of the Lotus dented in a minor fracas with Leston's car—went ahead at the start of the fifth lap and held the lead until near the end, when steam began to jet from underneath the car and he had to give way to the Bueb and Russell Coopers. Gammon, after getting among the first six, had a fire all to himself at Druids Hill, but was unscathed.

The *formule libre* race for the Rochester Cup was run in two parts, awards being made on the aggregate times recorded in the two sessions. Bob Gerard (Cooper-Bristol) was first in the first and second in the second, and took the cup; it was announced amid *éclat* that he is to drive the Stirling Moss Maserati at the next Charterhall meeting. Second award went to A. E. Brown (Connaught) with a second and a third placing; Salvadori with a first and a third qualified on time for the third prize.

Particularly good was the performance of C. C. H. Davis and A. E. March, who took fourth and fifth prizes—they drove their Coopers with twin J.A.P. engines brilliantly to take a fourth and a fifth place each in the two parts of the event, ahead of E. W. Holt's Connaught.

Archie Scott-Brown drove with typical verve for a runaway win in the Kingsland Trophy event for sports cars over 1,900 c.c., his Lister-Bristol lapping all but the second- and third-place winners—he even lapped Salvadori and the Maserati!—and well merited the car-horn voluntaries and clapping which accompanied his tour of honour. M. Anthony's Lotus Bristol followed far behind for second place, and Curt Lincoln, of Finland, at the wheel of an XK120C Jaguar, drove smoothly and stylishly into third position.

Whitehead's Aston Martin DB3S did a waltz at Clearways halfway through the race but was quickly back in circulation. J. Barber was less fortunate when he did likewise at Paddock Hill, for he struck a new safety barrier which protected the marshals; he himself was unhurt.

The Edwardian event was prevented from becoming pure period by the remarkable speed of the 1914 Sunbeams and the Vauxhall of the same vintage, which came up from the far rear to win. But the chief joy of the event was the 1903 Panhard in which the versatile Cronbac, of Switzerland, set out—he was, naturally, far outclassed, but he well deserved the magnum of champagne presented to each competitor. John Bolster earned his when his 1911 Rolls-Royce came in haste upon the venerable Panhard—evidently J. V. retains his art with the hard braking and well-controlled phenomenal avoidance. And there was a driver with a deerstalker hat, the flaps tied firmly under his chin—more in fear of sunburn than of breeze on such a day.

RESULTS

Daily Telegraph International Trophy, Formula 3: Heat 1 (10 laps): 1, Cooper-Norton (I. Bueb), 10min 38.6sec, 69.88 m.p.h.; 2, Revis-Norton (R. G. Bicknell); 3, Cooper-Norton (C. Allison). **Heat 2 (10 laps):** 1, Cooper-Norton (L. Leston), 10min 26.6sec, 72.94 m.p.h.; 2, Cooper-Norton (D. Taylor); 3, Cooper-Norton (A. V. Cowley). **Heat 3 (10 laps):** 1, Cooper-Norton (J. Russell), 10min 29.2sec, 70.95 m.p.h.; 2, Kieft-Norton (D. Parker); 3, Cooper-Norton (G. Wicken).

Consolation Final (10 laps): 1, Martin Spl.-Norton (J. Brown), 10min 56.6 sec, 67.78 m.p.h.; 2, Cooper-Norton (Dr S. Marks); 3, Cooper-Norton (Curt Lincoln, Finland).

Fastest lap, Martin Spl-Norton (J. Brown), 64.2sec, 69.53 m.p.h.

Second Final (12 laps): 1, Cooper-Norton (R. Barrett), 13min 9sec, 67.90 m.p.h.; 2, Staride-Norton (R. A. Anderson); 3, Cooper-Norton (J. F. Westcott).

Fastest lap, Cooper-Norton (R. Barrett), 63.8sec, 69.97 m.p.h.

Daily Telegraph Trophy Final (30 laps): 1, Cooper-Norton (J. Russell), 31min 22sec, 71.16 m.p.h.; 2, Cooper-Norton (L. Leston); 3, Cooper-Norton (I. Bueb).

Fastest lap, Cooper-Norton (J. Russell), 61.66sec, 72.47 m.p.h.

Air Kruise Trophy, sports cars up to 1,500 c.c.: Heat 1 (12 laps): 1, Lotus-M.G. (C. Chapman), 12min 42.6sec, 70.25 m.p.h.; 2, Cooper-Coventry Climax (J. Russell); 3, Beart Rodger-Coventry Climax (L. Leston). **Heat 2 (12 laps):** 1, Cooper-Coventry Climax (I. Bueb), 12min 58.0sec, 68.86 m.p.h.; 2, Cooper-Coventry Climax (P. D. Gammon); 3, Lotus-Connaught (J. Coombs). **Final (16 laps):** 1, Cooper-Coventry Climax (I. Bueb), 17min 5.4sec, 69.85 m.p.h.; 2, Cooper-Coventry Climax (J. Russell); 3, Lotus-M.G. (C. Chapman).

Fastest lap, Lotus-M.G. (C. Chapman), 62.2sec, 71.77 m.p.h.

Formula 3, J.A.P. engines (10 laps): 1, Cooper (G. F. Meharey), 11min 22.2sec, 65.43 m.p.h.; 2, Arnott (T. J. H. Bennett); 3, Mackson (M. G. Thomas).

Fastest lap, Cooper (H. C. Taylor), 65.4sec, 68.26 m.p.h.

Rochester Cup, formule libre: Part 1 (15 laps): 1, Cooper-Bristol (F. R. Gerard), 15min 34.8sec, 71.63 m.p.h.; 2, Connaught (A. E. Brown), 15min 39.4sec; 3, Cooper-J.A.P. (C. C. H. Davis), 15min 42.6 sec.

Fastest lap, Cooper-J.A.P. (Davis), 61sec, 73.18 m.p.h.

Part 2 (15 laps): 1, Maserati (R. F. Salvadori), 15min 29.8sec, 72.01 m.p.h.; 2, Cooper-Bristol (F. R. Gerard), 15min 31.4sec; 3, Connaught (A. E. Brown), 15min 39.2sec.

Fastest lap, Cooper-Bristol (Gerard), Maserati (Salvadori), Cooper-J.A.P. (Davis), 61sec, 73.18 m.p.h.

Results (aggregate of two races): 1, Cooper-Bristol (F. R. Gerard), 31min 6.2sec; 2, Connaught (A. E. Brown), 31min 18.6sec; 3, Maserati (R. F. Salvadori), 31min 28.2sec.

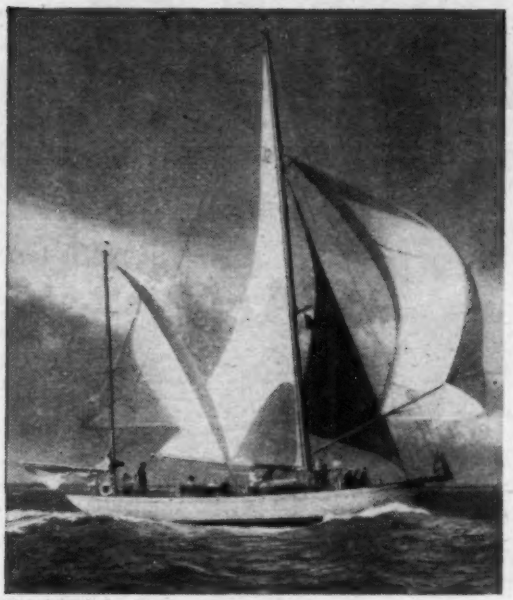
Kingsland Trophy, sports cars over 1,900 c.c. (15 laps): 1, Lister-Bristol (A. Scott-Brown), 15min 56.2sec, 70.03 m.p.h.; 2, Lotus-Bristol (M. Anthony); 3, Jaguar XK120C (Curt Lincoln).

Fastest lap, Lister-Bristol (A. Scott-Brown), 62.6sec, 71.31 m.p.h.

Edwardian Trophy handicap for Veteran, Edwardian and Vintage cars (5 laps): 1, 1914 Sunbeam 3,215 c.c. (J. Sears), 8cr., 9min 47sec, 59.2 m.p.h.; 2, 1914 Vauxhall 4,500 c.c. (A. Brooke), 45sec; 3, 1914 Sunbeam 3,215 c.c. (Sir F. Samuelson), 30sec.

Fastest lap, Sunbeam (J. Sears), 73.2sec, 60.98 m.p.h.

Archie Scott-Brown (No. 51) during his brilliant drive for the Kingsland Trophy, with Whitehead (No. 40, Aston Martin DB3S) and P. Blond (C-type Jaguar) in vain pursuit of the flying Scot



Photo, Beken & Son, Cowes.

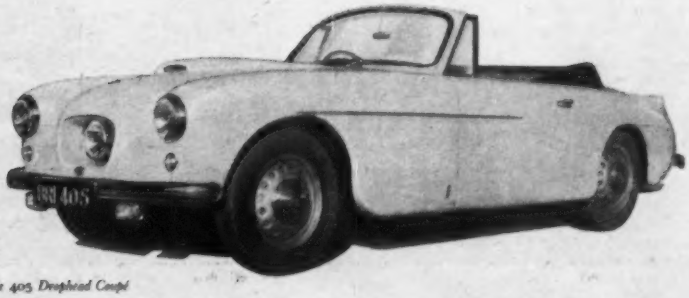
Form and Function

The modern ocean racer is a beautiful thing which embodies perfect sympathy between art and science in its design, and craftsmanship and engineering in its structure. This same synthesis of qualities is true of Bristol cars: they are conceived and built for the owner who desires elegance and beauty in form combined with performance, safety and comfort in function.

BRISTOL CARS

Type 405 Four-door Saloon

405 Four-door Saloon
405 Drophead Coupé
Arnolt-Bristol Sports
(Export only)



Type 405 Drophead Coupé

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND. *London Showrooms: 80, Piccadilly, W.1.*

Esso WINS AGAIN

INTERNATIONAL MEETING—CRYSTAL PALACE, JULY 30

Sports Car Race 'A'

1st COLIN CHAPMAN Lotus 71.79 m.p.h.

Sports Car Race 'B'

1st ROY SALVADORI Aston Martin 73.16 m.p.h.

Both using Esso Extra and Essolube

500c.c. Senior Race

1st JIM RUSSELL Cooper-Norton 72.92 m.p.h.

Using Esso Fuel

INTERNATIONAL MEETING—BRANDS HATCH AUGUST 1

Air Kruise Trophy

1st IVOR BUEB Cooper-Climax 69.95 m.p.h.

Using Esso Extra and Essolube

Daily Telegraph International Challenge Trophy (Subject to official confirmation)

1st JIM RUSSELL Cooper-Norton

Using Esso Fuel

YOU CAN'T BEAT

Esso EXTRA

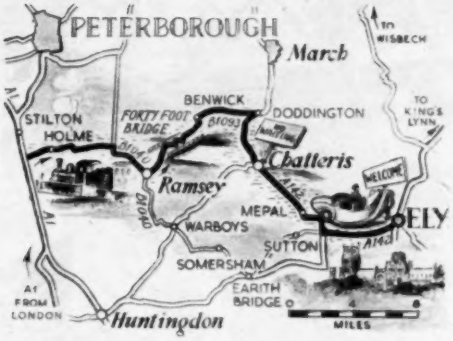
THE FINEST PETROL IN THE WORLD

THE LAND-LOCKED ISLE

SURROUNDED BY DIKE AND FEN

BY

SHIRLEY CARPENTER



IT is a mysterious, secluded land, the Fen country, with steeper ups and downs to its history than to its contours. The straight roads lead by straighter drains (wide ditches set deep in their banks) and are raised above the flat landscape so that, travelling along them, the eye can penetrate as far as atmosphere will let it.

On a day when sunlight is reflected from the thick, muddy "skin" of the water, and the shoots of growing wheat are bright green contrast with the black earth, the district welcomes the tourist. But when the clouds are low and a fitful wind pushes the young trees until they are almost horizontal, one can imagine a reception which is uncompromising in its bleakness.

The car had left the Great North Road just before Stilton and turned right into B660 towards Holme. The roads are full of blemishes—no doubt they get a rough deal in the winter—which precludes high speeds, although they are straight and deserted. It is good to potter along them, sparing glances occasionally for the bright kerchiefs of workers in the green fields or for the many cars parked just off the way. Belonging to the workers, perhaps? They were good vehicles, some of them, and modern.

I had to wait for many minutes at the Holme level crossing. The station master was discussing with the signalman whether or not a local engine had been watered; then an express whistled through on its way to Peterborough, and the gates were opened. A salty smell blew across the plain.

By way of B1040, Ramsey is not far away. I came upon a wide street with a duplicate road to serve a row of brownish brick houses with many television aerials, and the car waited here patiently while the local abbey was located on the map. It was near the parish church, which had an attractively shaped exterior, the tower rising tall above symmetrical aisle roofs on either side, with a central doorway. No doubt this construction has a special architectural term, but I do not know it; the church at Chatteris is of similar shape.

The Abbey Gatehouse, across well-kept grass from the church, is a National Trust property. There is not much left; it looks as though a giant knife has cut the top off, but one can imagine the beauty of its perpendicular stonework complementing the old Benedictine abbey, the remains of which are incorporated in the present-day grammar school. Houses opposite are built of stone; I did not know their history but admired the open gardens in front—roses climbing above the door—and the general design, in keeping with church and gatehouse on other sides of the square.

Westminster Bridge is the traditional one to throw oneself over, but seeing the name Forty Foot Bridge on a signpost, it occurred to me how very much more intriguing (if less romantic) it would be to drown sorrows in a drain. It is possible to angle in the fen ditches, I understand, but as I leant over the bridge in the sun my mind was filled, not with thoughts of suicide or bentpin newt-angling, but of mental calculations, wondering if the width was indeed forty feet. I am not very good at guessing.

The road followed the ditch for some time and I caught sight of a submerged punt. So they do (or did) travel by water in these parts. A private bridge on Bailey lines crossed over at one spot to a group of buildings labelled Ramsey Hollow; flower beds bordered the short access road. Chatteris is almost due east of Ramsey, but I had to loop a few miles north via Benwick and Doddington to reach it. The roads were pleasant, and I had them to myself.

Chatteris was sleeping in the lunchtime sun, and I parked by the church to stroll round. It is not an outstanding town, and after noting the Dutch-influenced gables of the post office and wandering round the flowers in the churchyard, I returned to the car and found it hemmed in, fore and aft, by a Ford Eight and a Standard Vanguard.

An impatient motorist got into the driving seat, looking disconsolately at the "Waiting limited to 20 minutes" sign on one side, and wondered whether the Cross Keys or the Crown over the road entertained the owner of either

Ramsey: "Houses opposite are built of stone . . ."

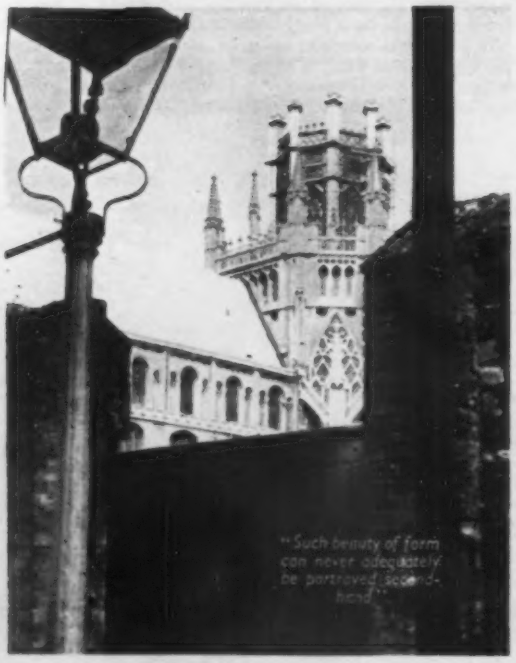
THE LAND-LOCKED ISLE . .

Forty Foot Drain with brown water and utility bridge, typical of the fen country

strange car. Then the Standard driver i a tweed cap appeared and solved the problem. Most of the local people had friendly greetings for a stranger.

Like a medieval pilgrim I was bent for Ely, so the car continued through Chatteris, picking up A142, which led past a large sandpit, over streams and bridges to Mepal, where a sharp right turn surprises the unwary. The ground gets higher, a characteristic one expects when nearing an old centre of fen civilization, for at one time the Isle of Ely was a true island in a virtually trackless sea of meandering rivers and boggy land. The word of the autocratic bishops was law in such isolated settlements.

Fenland history goes back farther than medieval days, to Roman times, but after each age had worked to retrieve the land from the water's clutch, it had slipped back again until the present dike and drainage system came to us from Holland and reclaimed the acres of fertile earth which are the fens today.



"Such beauty of form can never adequately be portrayed second-hand"

Some way from Ely one looks ahead, and the cathedral towers are there—not beautiful yet, but tempting at first glimpse. Soon a roadside notice welcomes road users to the city of Ely—it is wise not to look at this too closely or the car will start travelling up it!

It was past lunchtime when I reached Ely, but towns whose glory has sunk into the past give the impression that they have pricked a thumb and will sleep for ever now. I followed the main road, slowing near the cathedral to take bearings. Just off St. Mary's Street was limited parking space and I was lucky enough to find a gap in the line of radiator teeth.

The spire of the parish church—St. Mary's—is stained green with lichen. Next door is the house where Oliver Cromwell lived from 1636 to 1647 when he collected Ely tithes; it is half-timbered (black and white) and its walls are host to several climbing plants. There is a flag-pole in the centre; would the Protector's puritan mind have approved?

The Cannon's Mouth

I walked across the turf of Palace Green looking at a black cannon and wondering what significance it had. There was no explanatory inscription but somebody (a member of the up-and-coming generation no doubt) had dumped litter inside and red chocolate papers glared blatantly from the fearsome cannon's mouth.

Perhaps that ruddy-coloured structure on the right is the old Bishop's palace? It is, and one wanders over to have a look, attracted by the friendly welcome of mellow, crumbling brickwork. The gargoyle looks as though it is askew and would dribble rain from the side of its mouth; it must belong to the older, fifteenth-century part. The palace is now a school for crippled girls.

Before examining the cathedral, for it is always good to save the best until last, the visitor is side-tracked once again. Down the Gallery, to the right of the cathedral—past a notice which says "Private, Bishop's House"—is King's School, one of England's old public schools. These buildings are ancient, too, with leaded windows and some which screech out that they are modern. Green weeds growing out of the top of a drain pipe are another incongruity. Grey

and sandstone colours predominate in the walls of this quarter.

Farther down the road is the Porta, the main entrance to the monastery of Ely, and begun in 1396-7. It is built of sandstone brick—quite small pieces. If the spirit of a monk revisited the gate, he would be puzzled by the black-and-white-striped carpet which leads to the smaller of its two arches. And what could that *globus croceus*, flashing on top of a long stalk, be?

Walking through the Porta, I caught sight of a long building whose walls were patchy with brown and greyish stone; the lichened roof gave it an old, historical look. A few yards from the entrance, waves of a sergeant major's roar came over the ether, bringing me to a halt. "ATTENTION! By the right, quick march. Left, left, left . . ." England's future army was training in a Monks' Granary.

No artist should contemplate the cathedral from the left of the main porch unless he can accept the feeling of impotency which comes from the knowledge that such beauty of form can never adequately be portrayed second-hand. If I were an etcher I would sit for hours on the Palace Green, until the delicate lines of stonework had burned themselves on my mind, and I had drunk to the full of octagonal towers. Then I would take up my waxed plate and transfer the lop-sided house of God to paper for the benefit of posterity.

Artistry in Stone

But, with no magic power at my finger-tips, I could no more than humbly stroll round the cathedral, examining a carved Norman arch here, a painted roof there (what a delicate eggshell blue!), or admiring the fan-vaulting, particularly in the octagonal lantern tower. Although the stone figures which had obviously graced Bishop West's chantry at one time were missing, the stonework in that chapel at the east end was magnificent.

As one enters the cathedral through the Galilee Porch, the east window—a mass of tiny pieces of stained glass—

Chatteris: "Dutch-influenced gables of the post office"

can be seen across the whole length of the cathedral, which is neither so ornate as Canterbury, nor so unadorned as Chichester. The death watch beetle is busy in Ely, and £12,000 is still needed for the restoration.

In the south aisle treble voices could be heard practising an anthem; boy choristers in the cathedral are from the King's School. In contrast, clangs and coughs came from scaffolding which had been erected in the north and south transepts. One has to go outside to get to the Lady Chapel and the air felt warm after the cool interior. Two men were hauling a bucket over the parapet outside St. Edmunds' chapel.

The Lady Chapel is peacefully secluded and light through the plain windows—for there were only a few small patches of stained glass—fell on more carved stonework. There were red stars sprinkled over the fan-vaulted ceiling, and I paused for a moment enjoying the solitude which everybody craves in small doses, but which maddens if indulged in too often, like drugs.

The last I saw of Ely cathedral was an old chap who sat down wearily on the arm of a chair, to lean a red cap against the stone pillar. He had found rest there.

Ely: "I would sit for hours on the Palace Green"

Left to right: Official reception at Boulogne. Stop for lunch at Pont de Lanau between Vichy and Albi. Finish of the hill climb at Andorra

LONDON - LANQUEDOC - SÈTE

A VERY splendid, though distinctly violent, English king once wrote a fine song entitled "Passetyme with good Companye." And how right he was, for the real joy of any journey, or adventure, depends on the people with whom either is shared.

This with, maybe, slight correction of spelling, might be the theme song of the G.B. Car Club London-Languedoc-Sète Rally. Organized by Geoffrey and Violette Portham, assisted by Margot and Dudley Noble, this most entertaining affair is for those who enjoy foreign travel, particularly to strange parts of France. A car crew of two, having paid the entry fee of £40, need worry only about fuel, oil, and any possible repairs to the car. Sea passage, food, hotels, entertainment, all are provided, and success in the mild form of competitions may even bring some of the money back.

In the run which has just finished, all kinds and types of car competed from a Fiat "Mouse," greatly in need of overhaul, to the fierce little competition Dellows, via Armstrong Siddeleys with the latest automatic gear—there was even a magnificent veteran Renault—while high-level directors, real rally experts and impecunious enthusiasts were on equal terms.

All these received a marvellous welcome at Boulogne, special hospitality in Paris, were a mite excited by the speed at which they were convoyed through the French capital by motor cyclist police, and in the early hours of next day found themselves in the splendour of Vichy. Followed excellent hospitality, a visit to gala ballet, and a night's rest, subsequent to which it was hardly surprising that a feminine competitor had forgotten where she had left her car.

Next stop at Albi was enlivened by massed bugle bands with flags, competing in a grand competition and blowing as only French bugle bands can, by a regularity test at a speed within the power of the oldest car, over some 30 kilometres of main road, and by a cheerful procession round the Grand Prix circuit.

But the highlight was the visit to that most interesting little State of Andorra. Initial introduction was a little harrowing, the road over the Pyrenees being unfinished, dusty and full of stones, not to say rocks, while to one side a sheer drop evoked nightmare qualities, as of one who drove on a path car-width with an abyss either side—and an escort of seven expectant vultures. But the town itself made up for all that, being quite unlike any other—not French, not Spanish, but Catalan.

Competitors in hot weather garb receiving instructions before the day's entertainment at Andorra

Humorously enough, none of the car crews could attain to the *Asado*—which you might call a barbecue—without taking part in a hill climb up a narrow, stony road, again with abysses, winner being the nearest to 12 m.p.h. over six kilometres who kept his nerve.

But the *Asado* itself was worth any risk. On the mountain, beneath the pine trees, was spread a feast such as the Romans might envy. Lamb roasting over wood fires, dishes aplenty—all were magnificent—and wine in those queer flasks which have to be aimed at the mouth from a distance, by art alone. Concertinas enlived the mountain air, songs were Catalan, English, Scottish, with dances to match. Costumes suited the flaming sun. You will imagine that nothing remained of insularity or shyness thereafter, that all nationalities conversed freely, none knowing another's tongue.

But, in the end, all were escorted slowly down the mountain to the town, and a banquet with dancing ended a perfect day. Almost reluctantly the crews left early for Sète, and not even inevitable rally rattles in machines, or quantities of steam from radiators, had power to annoy.

And Sète was just as good, though different, as it basked in heat only slightly tempered by wind from the blue Mediterranean, its many canals, its neat little houses suggesting Holland. But first a not-too-serious brake test for all. There followed celebrations of Vermouthier's centenary—Dejean's casks, large as prefabs—the festivities of 14th Juillet, trips to sea in fishing vessels, bathing, banquets.

More seriously, there was a regularity test around the Sète hills over a circuit of 11¼ miles—nearest to 28.58 m.p.h to win—and an amusing parking test. For this the experts had carefully arranged private marks indicating the width of their car—which the officials promptly removed—so the fun waxed fine, and navigators at last had their revenge. But the dinner that evening by the seashore, with fireworks and merriment and normally sober citizens in marvellous paper hats, will be forever memorable. A day in the country showed us that extraordinary game *Tambourin*, and we ate little cakes to a recipe contrived by Clive of India's native servant.

All this was admirably controlled by the men of the local motor cycle club who marshalled and directed with fervour and police whistles, so that even the bravest were intimidated into punctuality. Since the marshals wore white gauntlets, blue overalls with wide leather belts, huge crash helmets, fierce goggles and T.T. type boots in that blistering heat, "Space Men" they were christened forthwith.

Arrival and vin d'honneur at Sète

One of the cars on the hill crest during the regularity test at Sète

BY S. C. H. DAVIS

Left: The Asado, equivalent to a barbecue, on the mountain above Andorra

Narcis Casales demonstrates how to drink from the national flask—an accomplishment at which competitors failed disastrously—and repeatedly

Coming down the mountain after the Asado, on a typical Andorran road

French judges chose "Miss Rally," and chose well. There was a first-class *concours d'élégance*, an excellent choice of the most attractive woman and car—the feminine component being feverishly coached for the job by her masculine crew—finally a magnificent dance in the open air, with fairy lights among the trees and the fountains glittering with colours. Little wonder that it was voted unanimously a rally unequalled in the world.

RESULTS

Winner (Sunbeam-Talbot), Dr. I. H. Cameron.

Class A, up to 1,300 c.c., Dellow (L. Oram). **Class B**, 1,301-2,250 c.c., M.G. (N. W. L. Wood), Magnette (J. G. Yannaghas).

Class C, over 2,250 c.c., Sunbeam-Talbot (Dr. I. H. Cameron).

"Miss Rally."—Miss Heather Harward.

Most attractive lady and car—Mrs. Pamela Freedman (Frazer Nash-B.M.W.).

Practical lines are emphasized by the shape of the Singer Hunter. The front wings slope down towards the front, helping forward visibility. The absence of sharp corners in the bodywork makes it an easy car to clean. Strong bumpers protect the corners as well as front and rear of the car. The petrol filler has a lockable hinged cover flush with the rear wing

The Autocar ROAD TESTS

No. 1572

SINGER HUNTER SALOON

CURRENT motoring economics demand a small engine which, fitted in a medium-size car, will provide the owner with a performance that is satisfactory in both power output and fuel consumption. The current Singer saloon known as the Hunter has the now well-known 1½-litre single overhead camshaft engine that has been a feature of this make for a number of years. Like the previous model S.M. 1500 saloon, the Hunter can be obtained with a twin-carburettor induction system if the owner so desires. The body is capable of carrying five persons in comfort and six if three occupy the front seat, so that the extra power developed by the alternative layout is worth having, if a slight increase in fuel consumption over that of the single carburettor engine is acceptable.

For the two-carburettor version, the compression ratio is increased from 7.1 to 7.47 to 1, the power output goes up by 10 b.h.p. at a 400 r.p.m. higher peak, and the maximum torque figure increases from 72 lb/ft at 2,200 r.p.m. to 77 lb/ft at 2,600 r.p.m. The ignition setting also differs slightly from that of the single-carburettor engine, and it is desirable to use first-grade fuel.

The increase in power output does not mean that the owner has a temperamental sports car engine to control; he is given increased performance without loss of top gear pulling at low speeds. The engine will accelerate the car from about twelve m.p.h. with top gear engaged, and the result is very satisfactory. The Hunter will trickle through towns in this ratio quite happily and the owner will not feel that he must be constantly changing gear.

On a level road it becomes normal procedure to use second gear for starting from rest, and this can be done when the car is carrying three persons and a fair amount of luggage. If the full performance of the engine is desired, then a quite rapid start can be made, and by using full power in all the gears, the Singer will hold its own with other cars of greater engine capacity.

Smooth in operation for a comparatively small four-cylinder unit, the engine enables the car to cruise at a speedometer reading of 70 or slightly over, and there is little mechanical fuss; apart from some slight induction noise at the higher engine speeds the power unit is quite happy throughout its range. At slow-running speeds the engine is commendably silent and little noise reaches the driving compartment. Recent weather conditions have rather tended to defeat the usual test impressions of starting from cold, and in the mornings the previous day's running temperature has not been wholly lost from under the bonnet, so that one touch of the starter button was sufficient

The conservative radiator grille is flanked by twin fog lamps. Flashing direction indicators are combined with side and rear lamps

Small tools and tyre pump are in a felt-lined tray at the back of the luggage locker. The spare wheel is fitted below the flat floor of the compartment, the lids opening upwards

and the choke knob could be pushed in as soon as the engine fired.

Mention has been made of the desirability of using first-grade fuel. When accelerating hard in third or top gears some pinking was noticed, but not to an objectionable extent, and it occurred only if the throttle pedal was pressed down hard and quickly. There has been a slight reduction in fuel consumption as compared with the previous Singer saloon tested by *The Autocar*. This was the S.M. 1500, with twin carburettors, and an overall figure of 20.6 m.p.g. was obtained then under much less favourable temperature conditions.

A steering column gear change was fitted to the car tested and the buyer is given the choice of this or a central change lever. There is a convenient amount of movement between each gear position, and it is possible to make quick upward and downward changes. On occasions there was, on the car tested, an irritating tendency to stick in first gear. It is difficult to beat the synchromesh, and the noise in each gear is very slight. Incidentally, a small cover is provided in the floor to enable the gear box oil level dipstick to be reached.

By modern standards the required clutch-pedal pressure appears a little on the high side. On several occasions judder occurred when starting from rest in bottom gear. The clutch stood up well to standing start acceleration tests, and there was no sign of slip.

The brakes were adequate for the extra performance available with the twin carburettor engine. This is mentioned because in the past there have been cases in which the performance range of a car has been increased, but the

Control switches are grouped in the centre of the facia. An opening quarter light is fitted in each front door and the armrests form door pulls. The central armrest is hinged. The roof is lined with a washable plastic material. There is a central roof lamp and a large facia locker

SINGER HUNTER SALOON . . .

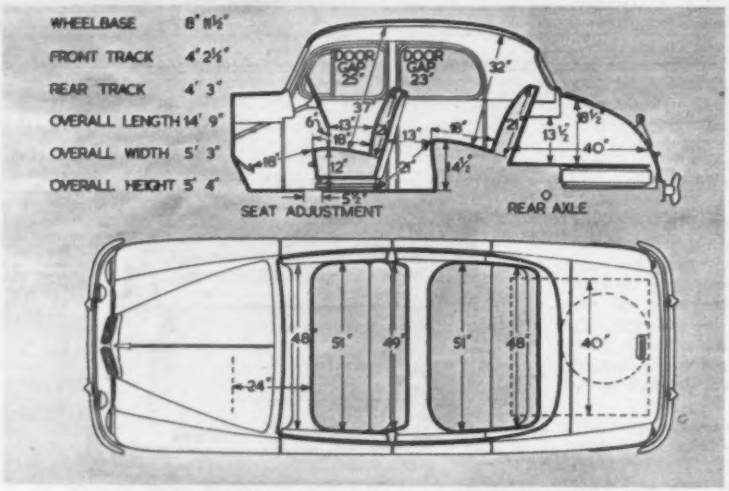
braking effort has failed to provide an equivalent retarding effect. Fade was noticed only after repeated stops had been made during the performance testing. Within a few seconds, however, the brakes had cooled sufficiently to give normal stopping power. The hand-brake is effective. It is operated by a short vertical lever below the right of the facia. With the driving seat adjusted for the long-legged driver it is necessary to reach well forward to grip the lever.

Considerable experience of an earlier model S.M. 1500 saloon gave members of *The Autocar* staff high opinions of the steering and road-holding qualities of the Singer. The present Hunter is equally stable, and the suspension of the same high standard. The steering lock is satisfactory; it is quite possible to turn round in the average street without reversing, and although there are over three turns of the steering wheel from lock to lock, there is no feeling of the gearing being low. The steering itself is light and accurate. There is noticeable castor action, and the car is pleasant to handle round fast bends because the amount of understeer encourages firm, confident handling. With these features the Hunter shows up well on a winding road, and the driver and passengers quickly feel at ease in the car.

The suspension of the Singer is firm and little or no tyre squeal is induced when cornering fast. There is some roll but the passengers are not thrown about, and comments from the rear compartment during a fast journey were most favourable. There appears to be little difference between the handling qualities of the fully laden car and its performance when carrying the driver only. No discomfort was felt when traversing a short stretch of cross-country route.

For a tall person, the driving position is good. The seat has a screw adjustment operated by a small handle below the seat centre; this can be positioned to provide plenty of leg room. A comparatively short member of *The Autocar* staff who drove the car remarked that the large diameter

SINGER HUNTER SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	5.125 to 1	6.94 to 1	10.75 to 1	17.02 to 1
10—30 ..	14.3	9.6	6.8	—
20—40 ..	13.4	10.0	7.9	—
30—50 ..	14.7	10.8	—	—
40—60 ..	16.1	14.4	—	—
50—70 ..	23.7	—	—	—

From rest through gears to:

M.P.H.	sec.
30	6.7
50	17.0
60	26.3
70	42.9

Standing quarter mile, 23.4 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top ..	(mean)	74.3	119.3
	(best)	76.0	122.3
3rd ..	.. ..	45—60	72—96
2nd	.. ..	31—40	50—64
1st ..	.. ..	16—25	26—40

TRACTIVE RESISTANCE: 37lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	176	1 in 12.8
Third	236	1 in 9.5
Second	348	1 in 6.4

BRAKES:

Efficiency	Pedal Pressure (lb)
84 per cent	100
77 per cent	75
67 per cent	50

FUEL CONSUMPTION:
21.5 m.p.g. overall for 340 miles (13.14 litres per 100 km).
Approximate normal range 20—26 m.p.g. (14.12—10.87 litres per 100 km).
Fuel, First Grade.

WEATHER: Dry, sunny, slight breeze.
Air temperature 75 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of September 24, 1954.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	83
True speed..	10	19	28	37	46	55	64	73	76

DATA

PRICE (basic), with saloon body, **£687 10s.**
British purchase tax, **£287 11s 8d.**
Total (in Great Britain), **£975 1s 8d.**
Extras: Twin carburettors, **£14 3s 4d.**

ENGINE: Capacity: 1,497 c.c. (91.36 cu in).
Number of cylinders: 4.
Bore and stroke: 73 × 89.4 mm (2.874 × 3.52in).
Valve gear: single overhead camshaft.
Compression ratio: 7.47 to 1.
B.H.P.: 58 at 4,600 r.p.m. (B.H.P. per ton laden 42.5).
Torque: 48lb ft at 4,200 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.25.

WEIGHT: (with 5 gals fuel), 24 cwt (2,702lb).
Weight distribution (per cent): F, 55; R, 45.
Laden as tested: 27¼ cwt (3,052lb).
Lb per c.c. (laden): 2.03.

BRAKES: Type: F, 2-leading shoe; R, leading and trailing.
Method of operation: F, hydraulic; R, hydraulic.
Drum dimensions: F, 9in diameter; 1¼in wide. R, 9in diameter; 1¼in wide.
Lining area: F, 61¼ sq in R, 61¼ sq in (89.5 sq in per ton laden).

TYRES: 5.50—16in.
Pressures (lb per sq in): F, 28; R, 28 (normal).

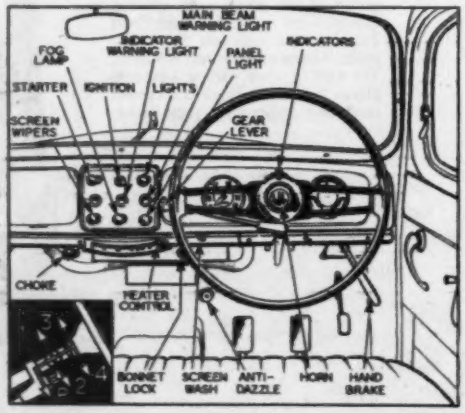
TANK CAPACITY: 10 Imperial gallons.
Oil sump, 7½ pints.
Cooling system, 15 pints.

TURNING CIRCLE: 33ft (L and R).
Steering wheel turns (lock to lock): 3¼.

DIMENSIONS: Wheelbase: 8ft 11¼in.
Track: F, 4ft 2¼in; R, 4ft 3in.
Length (overall): 14ft 9in.
Height: 5ft 4in.
Width: 5ft 3in.
Ground clearance: 7in.
Frontal area: 21½ sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampère-hour battery.
Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones. Rear, half elliptic, leaf springs. Anti-roll bar position, front.



32-MILLION-MILE TEST PROVES GOODYEAR TUBELESS 5 TIMES MORE TROUBLE-FREE THAN ORDINARY TYRES

NEW Freedom from Punctures

EXTRA Burst Protection

LONGER Safer Tyre Life

In a 32-million-mile tyre test, the most rigorous ever made, Goodyear Tubeless proved themselves five times more reliable than ordinary tyres. Built with exclusive Grip-Seal Construction they provide greatest ever puncture and burst protection, longer safer mileage, fewer roadside delays and an all-round better ride.

Get these advantages and enjoy this new standard of trouble-free motoring by fitting these great new Goodyear Tubeless NOW. Mount them singly, in pairs or full sets, on all wheels (except wire) of 16" diameter and under.

REPLACE YOUR OLD TYRES NOW WITH GOODYEAR TUBELESS!

They cost no more than an ordinary tyre and tube

What makes that MIGHTY Difference?

It's the **ALCOHOL** of course!

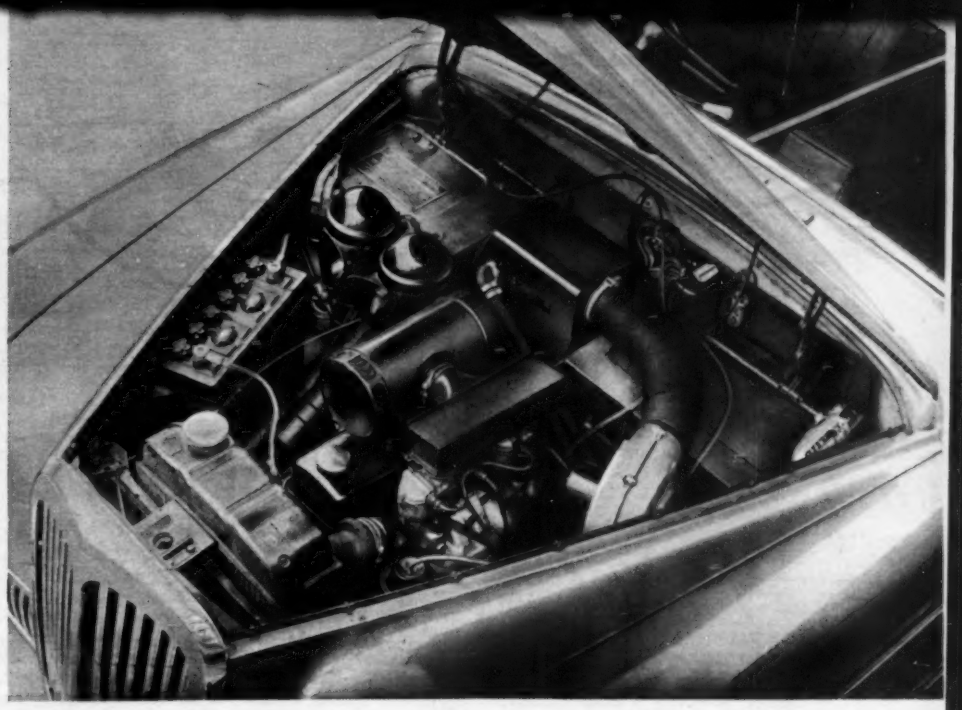
Alcohol, the perfect additive, is itself a powerful fuel, and is contained only in Clevecol Special.

Try just one tankful, and you'll enjoy a surprising and delightful motoring experience. Many thousands of motorists insist that they get maximum performance only when running on Clevecol. Once you've used Clevecol you won't change to any other petrol—its supremacy is so obvious.

The Best Petrol that money can buy

CLEVELAND

The *Specialists* in Motor Fuels



The bonnet is held in the open position by counterbalance springs and there is also a hinged stay attached to the left side wing valance. The sparking plugs and battery are accessible. An inspection lamp is clipped on the rear bulkhead, an admirable provision

SINGER HUNTER SALOON . . .

steering wheel was placed so high that it tended to make him peer over the rim. It is not possible to see the left side front wing from the driver's seat and, under certain conditions, the screen pillars form a blind spot. The frame around the screen and the pillars are unusually thick. Forward visibility is adequate, however, and the car can be taken through narrow gaps with confidence. The rear window is of a good size and the car is easy to park in congested places. The rear view mirror is well placed.

The shallow protuberance over the gear box is the only intrusion in the otherwise flat floor; there is plenty of room for the driver's left foot away from the clutch pedal. The back rest of the driving seat is set at a comfortable angle, but some drivers were inconvenienced by the armrest on the door. It would be better if this had a wing-nut type of fixing so that it could be removed easily by any who find it in the way of their right elbows. The door handle on the driving side also tended to come in contact with the driver's knee. The front seat is narrow fore and aft and does not give much support under the thighs.

The metal instrument panel, which is finished to resemble wood grain, has the dials and control switches laid out in a practical manner. The speedometer is clearly visible through the horizontally twin spoked steering wheel. The clock, oil pressure gauge, ammeter and petrol gauge are also readily seen. There are warning lights for the flashing indicators, headlamp main beam and ignition. The panel lighting is effective and does not reflect in the windows at night. Immediately beneath the centre of the panel are the heating and demisting controls.

Fitted as standard equipment in the Singer Hunter, the fresh air heater and demister works well. One control is used to bring into action the various stages and this control is also connected to the blower switch. There is a hinged flap beneath the scuttle which allows the full air flow to be used solely for demisting if required. Other detailed fittings for the comfort of driver and front seat passenger include tinted sun vizors (which also form a useful anti-dazzle screen at night), an ashtray and a large glove box on the left of the facia. The lid of this glove box has no lock. In each front door is a useful pocket. The twin non self-parking windscreen wipers are supplemented by a windscreen washer; this is also part of the standard equipment, as are the twin matched fog lamps. These are wired so that it is possible to select one alone, or both together.

In night driving the head-lamp beam enables quite high speeds to be maintained. In addition to good distant illumination, there is sufficient sideways spread to pick up cyclists and pedestrians. A foot-operated dip switch is placed conveniently near the clutch pedal. A reversing lamp is also supplied for manœuvring at night. The twin Windtone horns, conventionally operated by a button in the centre of the steering wheel boss, give the impression that they are heard as much inside the car as outside. They might possibly be better placed forward of the engine.

Both front and rear compartments are easy to enter; the doors close on the centre pillars, and push-button locks are fitted on the outside. The driving side door is locked by the ignition key, as are the luggage locker lid and the flap over the fuel tank filler. There is good leg room in the rear compartment and the seat is particularly well upholstered. A folding central armrest can be used when two persons only occupy the seat and there are fixed armrests which also serve as pulls on the doors. With the front seat adjusted right back, the rear window handles are rather tucked away by the sides of the front seat. A shelf below the rear window would accommodate small articles. Bearing in mind the conventional uprightness of the back end of the body more overhead clearance might have been expected in the rear seats.

Upholstery is in Vynide, and leather is available as an optional extra. The roof is lined with a washable plastic material.

The floor throughout is lined with carpeting and this helps to keep the level of road noise low. Comparatively little external noise is transmitted to the interior of the car and wind noise, too, is pleasantly remote. In these respects the Hunter compares favourably with some cars in a higher price bracket. No interior draughts were noticed during the test; the door sealing is particularly effective, and the doors could not be closed, with all windows shut, without slamming them.

Luggage carrying capacity of the Hunter is helped by the flat floor of the locker. The lid is on the heavy side. A circular cover in the floor gives access to the rear axle oil filler plug. The front part of the floor is hinged to allow the spare wheel to be withdrawn. The starting handle and lifting jack are also kept here; the small tools are in a wide felt-lined tray (which can be completely withdrawn if desired) in the top of the locker. Good, sturdy wrap-round bumpers are fitted, front and rear.

The majority of engine accessories beneath the bonnet are easily reached, the battery being particularly accessible for topping up. The oil level dipstick handle could be longer with advantage. The throttle linkage of the twin downdraught Solex carburettors is cable operated and would require regular lubrication if delicacy of control was to be maintained. There are eight chassis points which require attention every 1,000 miles.

Up in the mountains—route of the Jaguar over the most arduous 160 miles of its journey

JAGUAR OVER THE ANDES

"A Good Advertisement for Coventry"

THE whole thing really started when F3060/8S—to refer to my XK120 Jaguar by its engine number—arrived in Buenos Aires in August, 1954. For some time, however, I had wanted to cross the Andes from Argentina to Chile in a sports car and, once and for all, debunk the old, very firmly entrenched theory that the Andean chain could be climbed only by American jobs of vast litreage, with substantial modifications to brakes, cooling systems, pumps and the like. I had owned a previous XK, and it seemed to me an eminently suitable vehicle for the job, so when my new one arrived, complete with C-type engine and all the modifications catalogued by the factory, I felt that the signs and portents indicated unmistakably that now was the time.

Therefore, having run in 3060, if we are allowed a further abbreviation, my wife and I were all ready to start in February, 1955, which is, of course, late summer in this part of the world. Nothing was done to the car except that, as it has the large, 25-gallon tank which is optional, no room was left for luggage, so I borrowed a rack from a friend's XK, made by the firm of Derrington in England, which proved worth its weight in gold to us.

We were planning to stay at least 20 days in Chile, and would need a fair amount of equipment, so that there was not very much spare room left when the car was fully loaded. Additionally, we took along the most essential spares, unobtainable en route, such as an extra fuel pump, water hoses, spare coil, fuel and oil pipes, plugs, and several other items sent out by the factory with 3060.

We left on February 18, and as the fuel available from pumps in Argentina is of markedly low octane rating, we filled up with 100/130 octane in Buenos Aires, planning to "water it down" with periodic fill-ups during our trip out to Mendoza, at the foot of the Andes, and some 700 miles out from Buenos Aires. We fuelled every 100 miles or so, and fortunately our system worked quite well.

However, the first part of the trip was something of an Odyssey, for during the first 130 miles we had really torrential rain—in which connection let me say that the Jaguar hood and sidescreens proved inadequate as 'flu-preventers, and by the time we had moved out of the rainy area we were so wet that it was difficult to tell whether we'd been using them or not. Luckily the heater worked very well indeed, for it grew quite cold later on.

Once we had left the rain behind, the insect kingdom moved in, and we were pelted by successive hordes of butterflies and locusts, which seemed to take particular glee in carrying out kamikaze charges against my radiator and windscreen. As a consequence, I had to get out every few miles and scrape a mass of insects off the car.

The afternoon was splendid, the road strongly reminiscent of the curate's egg, and thus we eventually arrived in Mendoza at 11 p.m., having driven continuously for fifteen hours, with 3060 pinking badly by now as the lacing of good fuel had gradually become smaller and smaller. In Mendoza, which is a large city, we were somewhat taken aback to discover that there was not a single hotel room available, so that, although we were both exhausted, we had no option but to journey out to Villavicencio, famed for its mineral waters and some 5,600 feet up in the Pre-Cordillera, the chain of foothills before the Andes proper.

The next day we repaired back to Mendoza and contacted a local racing driver named Pablo Gullé, who kindly let us have a few gallons of 100/130, which, mixed about

Heading for the tunnel which road and rail traffic share 11,000 feet up, on the border between Argentina and Chile

50/50 with normal pump fuel gave us 90 octane—about optimum for 3060's 8 to 1 compression ratio. Back to Villavicencio, and next day the fun was to start.

We left at 8 a.m., and in fact the climb was exciting but uneventful. We drove steadily up and through the famed Villa corkscrews, and on to Paramillo (10,000 feet up), Uspallata—scene of a great battle over a century ago —Polvaredas, and so to picturesque Villa Eva Perón, the Argentine customs post, actually some miles from the real frontier.

All this time the scenery had been gradually changing from lush greenery at Villavicencio to bare, sun-baked rock at Eva Perón, while towards the latter part of the trip we caught occasional glimpses of mighty Aconcagua, the highest peak on the American continent (23,000 feet), saw the amazing natural bridge at Puente del Inca, and ploughed through oceans of dust at Polvaredas and Los Horcones.

We took about an hour and a half to clear the customs, and then drove through the tunnel which burrows its way through the Andean rock, located 11,000 feet up—a trip which is an experience in itself as the tunnel is actually for the railway and is just one-track-and-a-bit wide. As a result, the only way to get a car across is to ride with one pair of wheels bumping across the sleepers and the other on the shoulder of the ballasting, the car thus straddling one rail!

What was most nerve-wracking was the fact that the Jaguar ground clearance at the sump just, but only just, proved sufficient to clear the rail, which obliged us to press on extremely regardful at about 10 m.p.h., to avoid the suspension flexing unduly and bumping the bottom of the oilpan against the track face. It took us some 20 minutes to cover the short length of the tunnel, in second gear and hoping for the best. Fortunately enough, nothing untoward occurred.

As we gained an hour through time difference between Argentina and Chile, we thus achieved a somewhat staggering point-to-point average from one customs post to the other!

We went on to a wonderful hotel in Portillo, which must rank as one of the world's best; it is on the shores of a beautiful lake, blue and translucent in the clear mountain air. The Chilean customs are in the hotel, an arrangement which we found extremely convenient, and so we enjoyed a really pleasant few hours' stay, aided by an excellent lunch and the excellent Chilean wines.

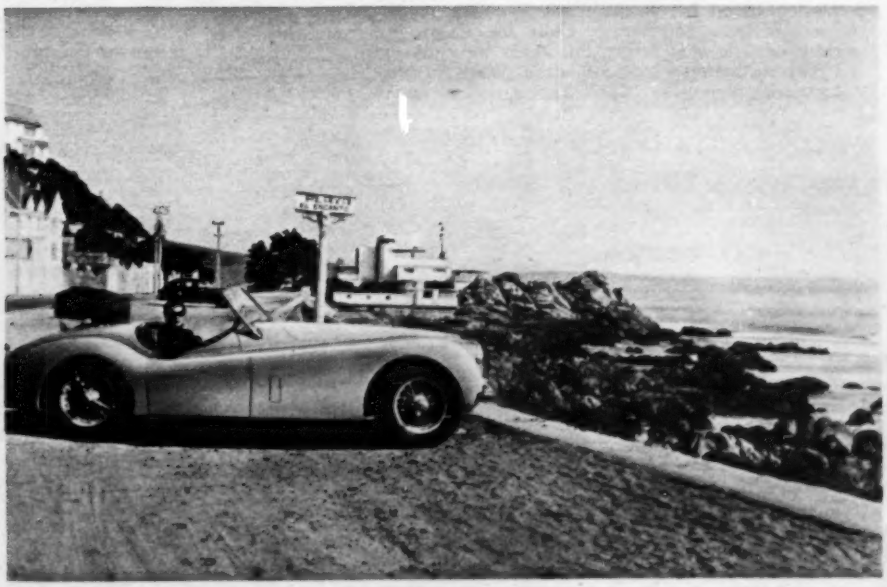
Arid, sun-baked mountain slopes border the rocky road leading from the heights down to Chile

In the afternoon we left, and started the descent of the Chilean corkscrews, a really shattering drop. I estimate that in less than five miles one descends some four thousand feet, so it can be well imagined that we did the whole descent in second gear and with the brakes hard on, these components almost boiling when we arrived, although they stood up to the job really manfully.

Eventually we arrived at a place called Salto del Soldado, 6,500 feet up, where we rested ourselves and 3060 before carrying on. From here onwards, however, the descent is rather less like an express lift.

At about this stage vegetation begins again, and the scenery around this part is really beautiful—the barren part is merely awe-inspiring. It rains more on the Chile side, and it was this, together with "highest-peak" considerations, which led King Edward VII to exercise his *divortium aquarium* international limit arbitration in the early years of the century, thus settling a point over which Argentines and Chileans had been bickering for years.

Thus we kept on going down, over the typical rough Chilean roads, until late at night we arrived at the capital, Santiago, looking rather like Abominable Dustmen; the



At sea level, the Jaguar shows no trace of its ordeal in the high places

At 12,600 feet this huge statue marks the border, and the vow of peace between the two neighbouring countries

OVER THE ANDES . . .

dust-sealing is the worst criticism I can make of this wonderful vehicle, the Jaguar XK120—during the whole trip the open cockpit relentlessly sucked it in. We even found grit behind the instrument panel!

This last startling revelation was at Importadora Fisk S.A., who are local Jaguar agents and most helpful and efficient people. When all this distressing business was over, we found that the only attention 3060 required, after its really gruelling test, was some adjustment to a tie-rod which had loosened up—surely a good advertisement for Coventry!

We fooled around Chile for some twenty days or so, visiting friends and exploring the country, finding the roads pretty poor except for one magnificently engineered 90-mile highway between Santiago de Chile and Valparaíso, the world-famous seaside resort, on which we had our first and only encounter with the Chilean police.

Apparently they have imported an American speed trap and set it up between two towns; we were stopped and informed that we had been travelling at 100 m.p.h. where the speed limit was exactly half that! Why they have to hold cars down to 50 on that wonderful road is beyond me, but as foreign tourists we got away with it, and the police were very nice about the whole thing.

So, after surfeiting ourselves with scenery, seafood and wine, we set out on our return trip, the same way as we had come. This time, of course, we were even more heavily loaded, with wines, canned seafood and the like, and there was just not another cubic inch of space left in the car, the passengers' heads protruding from the packages in a manner rather reminiscent of a Doré illustration of Dante's Inferno.

Although Chilean fuel was said to be of 76 octane rating, the Jaguar pinked badly on it, so the real rating cannot have been much higher than on the Argentine side. It is cheap, however, although oil is very expensive. I had to set the ignition on full retard with the vernier adjustment provided on the distributor (an invaluable feature this), but even so 3060 pinked plaintively and continually, although that did not hamper its ability to leave everything else on the road standing. There are few fast cars in Chile, and 3060 has only seven brothers there, plus one or two Mark VII cousins.

Frontier Statue

On the way back we lunched at Portillo again, crossed the tunnel in the afternoon, and then, on the Argentine side, decided to climb to the statue of Christ the Redeemer, on the frontier, and the highest point on our travels—13,000 feet. We reached the statue without any trouble, but it was bitterly cold there and we did not tarry long, except to look around and read the bronze plaque which proclaims, "Sooner shall these mountains fall than the peace between Argentina and Chile be disturbed."

When we stopped the engine, there was neither backfire nor running on—which amazed the lone operator of the wireless station, who said this was the first car which had failed to evince those phenomena after the terribly hard climb from Villa Eva Perón to the Redeemer—this in spite of the execrable fuel and with the ignition fully set back!

In the fullness of time we arrived back in Buenos Aires, having enjoyed our trip to the full, despite dire predictions, and proved two contentions of mine—that the Andes could be climbed with a standard sports car, and that the Jaguar was superb as a real sports car—neither a hotted-up tourer nor a disguised Grand Prix racer. The car came through with really flying colours, as mechanically nothing at all was needed before or after—but, oh dear, the rain- and dust-sealing!

LUCIO BOLLAERT

On the Argentine side of the huge Andean range, the Jaguar stands lonely amid gaunt, stony hills and screes

Here's Why

for MORE miles with LESS trouble

You'll be Safer on

PIRELLI

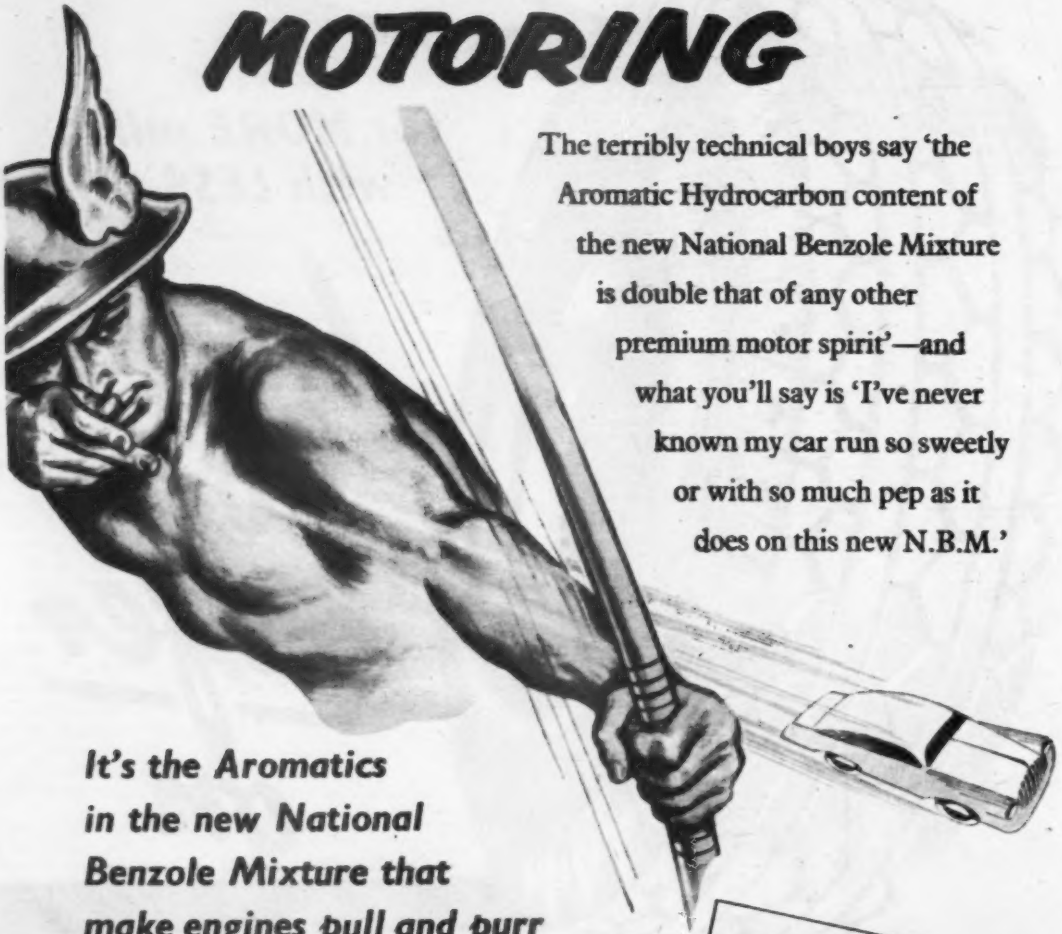
BLUE RIBAND

A car tyre built expressly to withstand the strains of heavier loading and tougher-than-normal conditions. The immensely strong casing of pre-dipped, pre-stressed cords, has specially reinforced side walls and shoulder buttresses, while the deeply defined tread is patterned to ensure a firm, reliable road grip at all times. With its impressive record of long, trouble-free mileage, the Pirelli Blue Riband is the obvious choice for the motorist who wants more miles . . . better miles . . . and SAFER miles.

SPECIALLY FAMOUS FOR ROAD HOLDING

P.256

TREAT YOURSELF TO HIGH-AROMATIC MOTORING



The terribly technical boys say 'the Aromatic Hydrocarbon content of the new National Benzole Mixture is double that of any other premium motor spirit'—and what you'll say is 'I've never known my car run so sweetly or with so much pep as it does on this new N.B.M.'

It's the Aromatics in the new National Benzole Mixture that make engines pull and purr

TRY IT TODAY!

THE NEW NATIONAL BENZOLE MIXTURE

THE MOST MODERN OF ALL MOTOR SPIRITS

Disconnected Jottings

BY THE SCRIBE
drawings by Barry Appleby

Purchasing Power

IT was interesting the other day to lunch with John Bentley and his wife, over from New York for a visit to one or two European races. We talked of this and that and got around to dollar values. When I was last in the States we used to reckon that the purchasing power of the dollar was about that of a half-crown, but nowadays the Bentleys thought that it was about 4s; they reckoned that a man's suit cost about sixty dollars on average and a pair of stockings (nylon) a dollar fifty. A typical small house would cost about 15,000 dollars, which, at the purchasing power rate estimated by them, would be £3,000-worth. From these figures it is possible to appreciate better the cost of British cars in the U.S.A. The Triumph TR2, for instance, is priced at 2,400 dollars, which is about £480 to us. Not bad at all.

I was immensely pleased to hear Mrs. Bentley say that she found England charming and the people courteous. I was immensely annoyed to hear that one London hotel, by its

Made of money

manner and its bills, obviously thought that all Americans were made of money and could be made to part easily with it. That is not the way to treat guests. One surprising comment was that much more wine seemed to be drunk in England than had been expected. As a lover of wines I am delighted to hear it; England may become civilized yet.

Charms

EVEN in this country of hand wavers, car signalling has its limitations. I discovered one the other morning, when I was travelling in convoy with a colleague. Idly exploring the radio dial, I chanced upon the announcement from Europe No. 1 that Mozart's 40th symphony was about to be played. Now I don't know whether you like this particular symphony but I do; what is more, I knew that my colleague did. But how to pass the information on that it was about to be played? The first movement being a beauty, there was no time to be lost. Luckily we were in Oxfordshire, where the lay-bys are not all that few and far between. I drew into one, my colleague followed and in a moment the sets of both cars were synchronized. We happened on a fast straight as the glorious third movement began, and here hand signalling proved less limited because it was possible to convey by Toscanini-like gestures from the driving window that Mozart was being appreciated.

But for its heterodyne whistle, Europe Numero Un is at present the car radio addict's ideal station. It broadcasts music nearly all day long, interrupted by the briefest of announcements. In doing so it fulfils, to my mind, the very best function of sound radio. B.B.C., please note.

Colloidal Graphite

MY note on magnesium in the sump, and the appended note on colloidal graphite, has brought a defence of the lubricant from Acheson Colloids, Ltd., the manufacturers of dag. This gives the other side of the question and, taken in conjunction with the oil chemist's views in the July 22 issue, leaves readers to make up their own minds, for there is an obvious divergence. This is what Achesons say:

> "We have no evidence to suggest that dag colloidal graphite in a crankcase oil contributes to sludge, while there is also no evidence for the statement of the view that adsorption of heavy duty additives may occur to deplete the oil of such additives. It is well known that certain H.D. additives are hygroscopic and there is, therefore, a tendency for such additive oils to hold water and form a sludge. It should also be pointed out that the solids which accumulate in crankcase oil owing to carbon formation in the cylinder and the ingress of dust, can sometimes exceed the amount of colloidal graphite present in an oil. Because this foreign matter going down the piston and from outside is black in colour, there is a tendency for the uninitiated person to imagine that this is graphite.
>
> "When used in the correct proportions, a good quality running-in compound containing dag colloidal graphite is suitable for use with most modern motor oils. These latter, incidentally, are not generally of the heavy duty type, which are more suited to diesel engines, for which the additives were originally found to be beneficial."

Incidentally, the word as written in my paragraph on the page in question was, of course, adsorb, and not "absorb" as ultimately appeared.

Humanitarian

I AGREE that district nurses do a wonderful job of work. I agree that the humanities are their stock in trade. I agree that the profession stimulates motherliness. But why must one stop in thick traffic at pedestrian crossings, fussing out the left-hand indicator to stop me on the inside, and the right-hand arm to stop a commercial traveller on the outside? At the next traffic lights the commercial traveller drew up beside me. He was muttering to himself, looking very red, and I couldn't help laughing at him. He turned round and grinned back. It was just as well that neither of us was in earshot of the district nurse.

Off the map

Out of Sight

WHY is it that places one is aiming for by car are always just off the map, like the aeroplane in the little boy's picture? Surely it is in the natural order of things that map squares must contain *some* destinations in the centre, yet always the roads to be followed end abruptly in a white expanse of margin and "See page 00." This would not be so awkward if the road in question didn't either change direction completely on page 00 or somersault magically over at least 50 miles of country and appear about six inches higher up the page. Thus one is travelling south-east (with the sun hypothetically on the right half-front of the face) when the car travels out of one page into another map. Then suddenly the car is speeding north with the sun nowhere to be seen. Life gets speedily teejus if the driver is also the navigator, but if a passenger is map-reading it provides plenty of opportunities for wisecracks of the funny ha-ha kind, which takes the edge off irritability.

Conversational Navigation

"WELL, the *map* shows a road here."

"Oh, that was a canal, was it?"

"This map must be out of date."

"Let's ask that man with a beard."

"Funny how few people speak English."

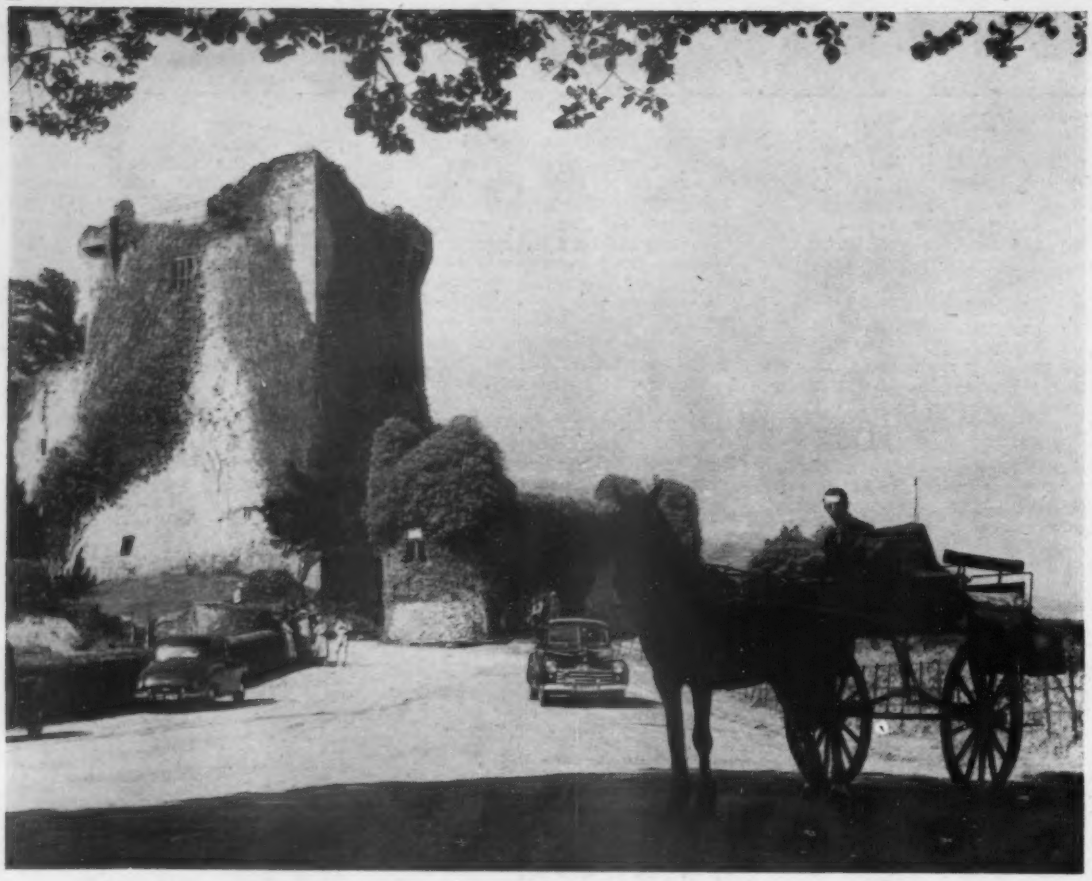
"There's a halt sign; you'll have to halt a long time while I turn the map upside down."

"I'm sure we've seen that house before."

"But I thought churches *always* faced east."

"No, I'm sure he said *right* by the lunatic asylum. . . ."

D



Ross Castle, Killarney, rises in leaf-clad ruin in this high summer scene from Ireland

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Winking Indicators

Why Not Brighter By Day? Winking indicators are frequently too bright at night or too weak in the sunlight. May I suggest that manufacturers fit an electrical resistance in the circuit which operates when the car's lights are turned on at night? The winking indicator would then have a variable degree of brightness, suitable for either day or night.

St. Ives, Cornwall. T. E. BARWELL.

[This would certainly minimize the dazzle we experience from over-bright winking indicators at night and in fog.—ED.].

Opinion from "Down Under"

British Roads Not Bad. Visiting England again recently for the first time since the war, I noticed that the menfolk in London have exchanged a variety of rather colourful uniforms for a drab and depressing "much-more-uniform-uniform" black bowler hat (or Homburg), dark suit, black (or near enough) tie, and a furled umbrella. Ugh!

To The Scribe, whose not-so-Disconnected Jottings I enjoy very much, and those of your other readers, who have made—and probably still are making—acid comments on your English roads, I would say: "You have some narrow and congested *streets*, but you are *not* afflicted with *bad roads*." Compared with roads in Australia, English roads are wonderful. Look closely when the Press photographs of the Redex Round-Australia Trial arrive, and you will see what I mean.

I agree with those who contend that there are too many hand signals in the Highway Code, but it was a real pleasure to experience the courtesy of other road-users, and the well-signposted highways (and byways!) which are so sadly lacking in this somewhat uncivilized and backward "Down Under."

Sydney, Australia. A. L. MCPHEE.

Insular English

Experience of Multigrade Oil. Once again The Scribe has scored a direct hit—the remarks under "Chips, On My Shoulder" (June 17) are most appropriate! I often wonder why some Englishmen go abroad at all; many seem to me to spend their time either looking for "a place where they speak a civilized language (English, of course) and serve a real cup of tea," or complaining about not having been served with fried potatoes with their *filet de bar frit*. I meet quite a number of visitors from Britain and I am amazed at the small number of them that are prepared even to try any of the innumerable local dishes, very poor copies of which they doubtless spend hours looking for in Soho! I know one man who lived entirely on cheese during his stay in Istanbul: he was convinced that foreigners just could not cook.

As an Englishman, I must confess that I am often ashamed of the attitude of the vast majority of my countrymen when

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Correspondence

abroad—and at home, too, sometimes. Just after the war, when ice-cream came back to the seaside, my wife (who is Italian) queued up for several minutes for an ice-cream at a South Coast resort; when she came to the head of the queue and gave her order in rather halting English the girl behind the counter said, ". . . you're a foreigner, you'll have to wait." Naturally she did not wait, and the manager eventually apologized, but I'm convinced it was not an isolated case.

Of course, one can play along with the local people too far. In Yugoslavia last autumn the waiter insisted that we should try the "Surprise Omelette." We did, but the surprise came in the bill—our three portions cost no less than £7!

I was very interested in the letter on oil consumption published on p. 141, June 17; Mr. A. Jones' experience is a most unhappy one. For my part I have had a quite opposite result. Up to about 17,000 km I had used S.A.E.20 in my 1954 Velox and was using nearly one pint of oil per 1,500 km. I changed to 10W/30 with the result that after a further 12,000 km oil consumption is negligible. As I do a lot of town work and several km daily on very dusty roads I change the engine oil every 1,200 km or so.

Istanbul, Turkey. "BRITON ABROAD."

Time for Thought

Last Man in the Convoy. The Scribe's remarks about the lag experienced by the "following car" recall a constant source of perplexity, discussion of which used to enliven the duller hours of the war in a Service Mess. Why does the tail end of a convoy have to belt along like blazes when the front is only crawling? We came finally to the conclusion that the reason lay in time lag in driver reaction; thought-interval, perhaps is more accurate.

If in a convoy of 50 vehicles each driver loses one second in realizing that the man in front is already on the move from a halt, the last man has a loss of 49 seconds to make good. In a short distance to the next halt that means going some, if the convoy is to adhere to regular spacing.

London, S.E.1. Ex-R.A.F.

Summer Driving

Advice for Safety. At the risk of being called dull and prosaic, may I offer the following suggestions for additional safety during the holiday months?

Those who normally drive to an exact schedule at fairly high average speeds should estimate for a 5 m.p.h. lower average, to allow a margin for unusual traffic delays. This obviates the necessity to try to "make up time" in other places, but allows normal driving otherwise, while the extra 20-25 minutes per hundred miles is worth while in lessened strain on oneself and others.

Another factor to consider is that many drivers at this season have only recently removed their "L" plates, and may not react quite so quickly or as accurately as more experienced drivers. Those who know the width of their car to an inch, and drive accordingly with complete safety, should forgive the novice who likes a clear 12in all round, and finds it disconcerting and alarming when someone cuts through by the thickness of a coat of paint.

By the end of September, when the abnormal rush has passed, one can relax a little, but until then let there be even exaggerated courtesy and consideration to "the other fellow" who wants to enjoy all his holiday.

Blandford, Dorset. C. R. CATESBY.

Road v. Rail

Traffic Above Track Proposal. It has been suggested that roadways be built over office and other buildings in the big cities, but would it not be better to build roadways over the railways where only diesel or electric trains run? Ramps could be made near all big towns and council roads could be used for local and heavy vehicles.

The cost of making new roads otherwise, will be very great owing to the displacement of valuable property and the installation of fresh electrical and water mains and drainage.

The railway authorities could charge a small mileage fee to compensate them for losses which they would be sure to have. Where tunnels exist detours would have to be made over existing roads. Could not the obsolete Liverpool overhead railway be used for motor traffic or parking?

Southampton. F. J. CHIVERTON.

Riley and Magnette

Support for M.G. I have read with interest Mr. J. W. Bull's letter "Riley and Magnette" (July 15). Mr. Bull criticizes the radiator grille and the boot, and says he dislikes the body.

I am a very proud owner of a new Magnette, and in my opinion the grille is most elegant and in keeping with the body, which also has very sleek lines. How could anyone say they were ugly?

A point strongly in favour of the Magnette is its cornering; this is quite superior to that of cars I have owned in the past, which include a pre-war Mercedes-Benz.

Acceleration of the M.G. in the lower ranges is extremely good and so is its finish. I refuse to believe that the 1½-litre Riley has better cornering ability and its acceleration could surely not be better? As for the Riley shape, it may be pleasing to the eye, but haven't the designers forgotten about people over 5ft 10in in height?

My Magnette has caused no trouble at all so far, and I hope to get many thousands of happy miles out of it.

Stirling, Scotland. B. J. ELDER.

"Cannot Remember a More Pleasing Car." As the proud owner of a Magnette for the last fourteen months I cannot understand Mr. J. W. Bull's criticisms of this car. Steering, road-holding, brakes, suspension, gear box, comfort and finish, all leave nothing to be desired.

In 42 years' driving experience I cannot remember a more pleasing car. Furthermore, 60 b.h.p. is better than the 55 credited to the 1½-litre Riley. The new B.M.C. engine has the power where it is needed. It is a grand compromise.

I purchased my Magnette without any kind of trial, to replace my five-year-old 1½-litre M.G., and I have had no cause to regret the decision.

As a former Bristol owner I have seen the Magnette described as a smaller edition of the Bristol, and couldn't agree more.

Cyncoed, Cardiff. J. A. MALINS.

Suppressors

H.T. Lead Only Requires Suppression. If the car referred to by Mr. L. Griffiths (July 15) is a post-war Rover he may well find that it is fitted with plugs containing built-in suppressors of about 1,000 ohms each. In this case the fitting of an additional external suppressor to each plug may possibly have the results he describes. It is most unlikely that corrosion would have anything to do with it at all.

Whether the suppression is aimed at car radio or TV it should never be necessary to fit a suppressor to individual plugs, a single suppressor in the H.T. lead being sufficient for all but highly sensitive radio equipment.

Gerrards Cross, Buckinghamshire. E. D. BIRCH.

All Our Yesterdays . . .

Veteran Cars and a Reporter. I have just read your account of the Veteran Silver Jubilee Rally, and it seems that the writer has got mixed up with his days. The article states that all the cars came together for the first time on Wednesday at Stratford; I was there on Thursday, and witnessed their arrival and a civic reception. Reference is later made to the Austin Jubilee celebrations at which the cars in the Veteran Rally took part. According to the official programme tests on the old cars were to take place there on the Saturday—the writer indicates that it was Friday.

Coventry, Warwickshire. H. WATSON.

[The remarkable timelessness of this event and its pleasantly rambling character seem to have anaesthetized our reporter. The technical appreciation, it is hoped, indicates that his interest was not as bemused as his sense of time. Next year he will carry a calendar as well as a notebook.—ED.]

Blown Minor

Praise for o.h.v. Conversion. I was interested in the article on a Blown Morris Minor (July 22), having bought a side-valve Minor tourer in 1951 and "souped" it up in three stages. This model had such delightful handling properties and suitable gear ratios, together with a robust power unit, that it seemed almost a crime not to give it a performance to match.

The first stage in the tuning, as soon as premium grades of petrol became available, was to raise the compression by approximately one ratio by machining $\frac{1}{16}$in off the cylinder head, polishing the combustion space, fitting stronger valve springs, better exhaust valves and harder plugs. These modifications reduced the acceleration time for 30-50 m.p.h. in top from 39 sec (*Autocar* Road Test) to 20 sec, as measured with a stop-watch and a corrected speedometer.

The second stage was to add a "blower" in a similar manner to that described by your contributor, also using the original S.U. carburettor with, of course, a different needle. After using

Correspondence

a hand ignition control it was found better to lock the normal automatic advance mechanism by the simple expedient of fitting a washer under the head of the screw in the centre of the distributor spindle under the rotor arm. The results of blowing were similar to those obtained by your contributor, assuming the normal 10 per cent optimism of his speedometer.

The third and most satisfactory stage, now reached, is the replacement of the blower and original head by an Alta o.h.v. conversion head, still using the original single S.U. I have now done over 8,000 miles with this head, and the advantages compared with stage two are: (a) a still better performance over the range, giving over 38 h.p. on the brake and acceleration times of just under 14 sec from 30-50 m.p.h. in top and 15 sec for 0-50 m.p.h. through the gears; (b) a smoother and quieter engine with an absence of "blower" whine; (c) 38 m.p.g. over a recent 300 miles fast run; (d) an installation costing approximately half that of a supercharger set, *i.e.*, £45.

This Minor has now done more than 67,000 fairly hard miles, including this season's racing, and many rallies and trials. There have been no engine or transmission failures, and the only overhaul to these parts has been a rebore at 36,100 miles, and quite recently a set of new rings, and a new clutch. The big end bearings are the originals and look nicely run in, whilst oil consumption on SAE 20 oil averages 1,800 m.p.g.

Other than as a satisfied customer I have no connection with any of the concerns mentioned; in fact Morris Motors strongly disapprove, but my experience would not seem to warrant their fears that their car might not stand up to the treatment I have given it.

Ruislip, Middlesex. J. K. BELL.

[Since Blown Minor was blown, the price of a Shorrock supercharger has been reduced substantially and £61 10s is now the cost of this model; details are on page 184. The Minor's speedometer errors, as tested by *The Autocar*, were 50 m.p.h. = 44¼ true, 60 = 53¾.—ED.]

Unfenced Roads

Danger in Feeding Ponies. I would ask you to bring to the notice of the motoring public the dangers, both direct and indirect, when motoring on moorland roads, of stopping to feed ponies. I live near a moorland area and know what a menace this is. Visitors, I am sorry to say, are the main offenders.

Recently I was travelling from Tavistock to Plymouth, still inside the speed restricted area, when a large new Bentley flew past me. A few miles farther on, my road was blocked by about a dozen ponies, with all the ponies I could see on the moors around converging on the road block, in the midst of which was the Bentley.

Tavistock, Devon. LXY264.

Engine Cooling

Experience with 2½-litre Riley. Regarding the letter from R. A. Knight on engine cooling (July 15), I think the answer to the temperature rise when free-wheeling or "coasting" in neutral is the fact that at the very low engine revs the water impeller can barely maintain a flow. The *radiator* will cool, but because of low flow the thermometer reading, which is taken on the engine side of the thermostat, will rise; directly engine revs increase the reading will fall. It is not due to the fan, as on my 2½-litre Riley I often remove the fan belt in winter and get the same effect as Major Acland.

Parkstone, Dorset. CHARLES K. WIGRAM.

Road Tests Defended

Criticisms "Somewhat Unfair." Mr. Macpherson (July 22) lists four disappointing faults in his new car and then goes on to use these points to disparage *The Autocar* road test reports. Surely he is being somewhat unfair to the testers. Faulty paintwork, loose head lining and leakage in the hydraulic brake system could occur on any car of any make, and are matters for the owner to take up with the manufacturer. While sympathizing with Mr. Macpherson, I really do not see that he can blame the journal for the incidence of these faults, while his other grumble —lack of leg room in the rear seat—is also hardly the road test department's fault. There are scale body diagrams to study, besides the written word, in all road test reports.

Swanage, Dorset. JAMES R. N. DUNCAN.

[The practice in Road Tests is, and always has been, to reserve and to exercise complete freedom of criticism; implicit in this is a duty to ensure that such criticism is fair, and applies to faults of design and equipment, rather than to shortcomings which are likely to be peculiar to one car and not to be found in all cars of a particular model. The first three complaints made by Mr. Macpherson appear to fall in the latter category; if the testers consider there is inadequate leg room for rear seat passengers in any car it is their practice to say so.—ED.]

"Enquirer" Answered

Draught-proof, and a Good Boot. In reply to the letter from "Enquirer," the car to meet with his requirements is undoubtedly the Rover.

The draught-proofing is so good that it is quite difficult to close the fourth door when the others are closed and the windows up. I usually leave one window open until the doors are closed. During the cold weather last winter I had no sign of a draught.

The boot is excellent and the lid hinged in the right place. It is very easy to operate, being spring-assisted. The new boot is even roomier.

The performance and manners are excellent and the maintenance simple.

Andover, Hampshire. F. R. CLARK.

[A number of letters from other readers make the same points in favour of the Rover design.—ED.]

Hands Across the Seas

Call from American Enthusiast. I am interested in corresponding with your readers all over the world with the idea of exchanging automotive literature, of which I have almost 1,200 catalogues on 170 makes. HOWARD MOON 3RD.

29, Harding Road, Needham 92, Mass., U.S.A.

Free For All

"Until We Can Get a Road System." . . . If we were to look down on an American city and its suburbs we would see that 90 per cent of the traffic consists of cars and trucks, all more or less of even size, power and performance, and all moving in a fast but orderly manner.

Look down on an English city and what do we see? An extraordinary collection of cars, lorries, buses, motor cycles, motorized vehicles, cycles, horses and carts and jay-walking pedestrians, all capable of different performances and mostly getting in each other's way. In fact, almost anybody or anything can use the English roads.

To my mind the surprising thing is that there are not a great many more accidents. Traffic increases each year, and now we have motor car, motor cycle and petrol manufacturers advocating greater power, speeds and accelerations, whilst the number of cars capable of doing over 100 miles per hour increases. To cap all this, we have a country spending one-third of its total income on armaments, which means that roads and many other human constructive needs must be shelved indefinitely.

Drastic diseases need drastic remedies, and until we can establish order out of chaos and get a road system commensurate with modern needs, road casualties will continue to increase steadily and inexorably.

Liverpool. I. L. JAMES.

At the Concours

Competitors' Association Proposed. I am contemplating forming a Concours Competitors' Association, to look after the interests of motorists who enter the *concours d'élégance* which are held in various parts of the country.

It seems to me that some such body is needed to try to standardize the methods of judging such events. Having been present as a spectator at many of these events, I have been struck by the lack of uniformity in the way cars are assessed and marks awarded. If an association such as I suggest were formed, uniform rules could be laid down, governing the judging at all concours, wherever they are held.

Entrance fee and annual subscription need be only nominal, and in return members would receive a monthly newsletter giving details of concours to be held, comments on the judging, advice on how to win, and so forth.

I should be glad to have readers' views and the names of any who are interested.

London, W.C.2. KENNETH BOURKE.

[Letters will be forwarded.—ED.]

Seeking Co-Drivers

Two readers of *The Autocar* are seeking to make contact with drivers willing to join in proposed trips—one to Iraq and the other to Uganda. Letters sent in care of the Editor will be forwarded.

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Crystal Palace

International Trophy Race

1st MASERATI—MIKE HAWTHORN

(new lap record at 78.93 m.p.h.)

2nd VANWALL—H. SCHELL

Both using BP Fuel and BP Energol Motor Oil
(Special Racing Blend)

Brands Hatch

Kingsland Trophy Race

1st LISTER-BRISTOL—
W. A. SCOTT-BROWN

using new BP Super and BP Energol Motor Oil 30

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CRYSTAL PALACE
30th JULY

Five 1st
Five . . . 2nd
Six 3rd

BRANDS HATCH
DAILY TELEGRAPH
INTERNATIONAL MEETING
1st AUGUST

Seven . . . 1st
Six . . . 2nd
Six 3rd

(SUBJECT TO OFFICIAL CONFIRMATION)

-and Dunlop makes the tyre YOU want!

TEN YEAR PROSPECT

More Details of the Road Proposals

CAREFUL study of the Government's recently announced proposals for road building during the next ten years or so reveals little cause for satisfaction. The plan is very limited, and it covers only a small part of the problem. Aptly put by Earl Howe, this is road "tinkering." He stated that, with traffic increasing every day, our Government still haggles over the cost of road improvements; and the new roads are merely playing with the problem.

It seems highly unlikely at this stage that any major changes will be made in the promises that have been outlined, except to reduce them. But this does not lessen the need to campaign for a more realistic approach to traffic requirements.

Let us look more closely at the proposed new road providing fast travel to Birmingham from the capital.

Anyone who has made this journey several times will remember the route well, as it is now. He will be painfully aware of the numerous traffic lights along the Edgware Road; the small road round the back of St. Albans; and then the tiny village of Markyate with its 15 m.p.h. speed limit; and so on. In many places, A5 is a straight line across the map. But on the road it is full of hold-ups and bottle-necks. How will the new road, if and when it is built, compare with this?

Doubt still exists on one or two minor points of detail, and some parts of the road-building plan have been misinterpreted. For example, the reference to 70 m.p.h. is merely an indication of what speeds will be safe for cruising on the motorway; it does not appear that this will be the regulation speed limit governing all traffic, and on the other hand it is very unlikely that vehicles incapable of high cruising speeds will be barred from the road. There has also been no indication that the individual lanes of each carriageway will be limited to different speeds. The route of the motorway is interesting, although it has been indicated only basically.

To start with, St. Albans will be blessed with a by-pass such as should have been built in about 1935. This new road, a dual-carriageway some 12 miles long, will pass St. Albans on the west and, crossing A5 near Redbourn, it will end south of Luton. There, a spur road will connect with A6, so that traffic for Bedford, Northampton and Leicester can benefit from using the by-pass; and at the same place the proposed motorway to Yorkshire will open.

Running alongside, and on the right of, the existing A5, the first crossing with another road will be, after about ten miles, the fly-over on the Luton-Dunchurch road (A505). On then for three miles to the next main road—A5120, and a secondary road. These two do not carry sufficient traffic to warrant a fly-over crossing, and instead the new motorway will go underneath, connecting with the smaller routes by slip roads.

Three fly-over crossings follow, as the 70 m.p.h. traffic streams cross A50 (Newport-Pagnell); A508 (Stony-Stratford-Northampton); and A45, connecting Daventry and Northampton.

The road will then veer to the left, circling north of Daventry and joining the proposed Dunchurch by-pass. Later, it is stated, an extension will be built, running from here to Doncaster. That is basically the route of the proposed motorway; the only other road-building which can be expected in the next ten years is the construction of by-passes for Doncaster (linking with the north end of the Yorkshire motorway), and Preston, Lancaster, Maidenhead, Maidstone, Ross Spur.

The style of the new road from St. Albans to Dunchurch is impressive; there will be two carriageways of three lanes.

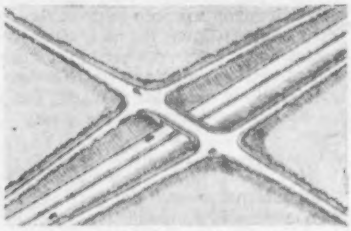
Access to the road will be only at the recognized fly-over crossings, and cyclists will be banned from using it. Lighting, re-fuelling stations, restaurants, lay-byes, all will be provided; so the prospects for anyone who travels frequently from London to Birmingham and the Midlands are favourable but with traffic increasing by half a million vehicles in the next three years alone, the prospects elsewhere are not so good.

A further list has now been issued by the Ministry of Transport, enumerating 60 minor improvements which include diversions, widenings and by-passes.

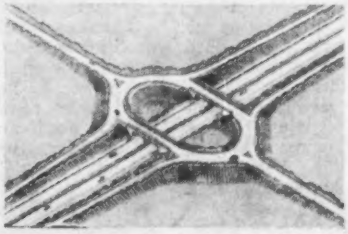
Among these are a by-pass to the west of Meriden, relief roads for Newbury, and provision of a second carriageway on the London Colney by-pass and South Mimms road, and the Lichfield-Burton road. By-passes are also proposed for Biggleswade, Breedon-on-the-Hill, Ferriby, Ingatestone, New Ferry, Staple-Ford, Thurmaston and Wetherby. Once again we are told that "it is hoped to authorize these plans in the next three years."

However, at last we are promised one sensible motorway. So much for the plans; let us now wait for results.

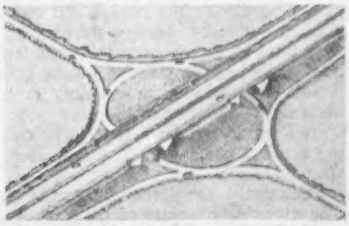
Route of the new motorway and the proposed extension to Yorkshire



Where turning traffic is likely to be heavy, this is the proposed arrangement. The motorway is carried under the existing road, which is supported by a concrete bridge and linked with the motorway by slip roads. This is expected to be applied to the junctions with the Toddington-Ampthill Road (A5102) and the Husborne Crawley-Brogborough Road (B557)



Two concrete bridges carry traffic on the minor road over the motorway, with slip roads connecting the two traffic systems. This type of fly-over is planned for the junction with the Newport Pagnell-Woburn Road (A50), the Stony Stratford-Northampton Road (A508) and the Weedon-Northampton Road (A45)



The motorway is lifted over the level of the existing road on an embankment, and is linked with the roundabout at minor road level by slip roads. This is likely to be the arrangement where the motorway will cross the Dunstable-Luton Road (A505)

"MAKE WAY AHEAD"

PROPOSALS for the setting up of a National Highway Authority are set out in the new booklet issued by the British Road Federation, 4a, Bloomsbury Square, London, W.C.1.—*Make Way Ahead.* The introduction mentions the road programmes which have been introduced, but never carried out, by successive Governments and comments that: "The broken promises and the shortcomings of the past twenty years reached their consummation in remedies proposed in the 1955 road programme."

The Authority called for would be empowered to raise loans, on the grounds that road development "has broken down because of lack of continuity of finance for roads." It should see that a comprehensive and realistic highway programme is completed in reasonable time.

Pictures of bottleneck areas are included in the booklet, and of motorways enjoyed by foreign countries. "As long as twentieth-century motor vehicles in Britain have to waste time, fuel and engine power on routes like those shown in these pages, so long will the country continue to suffer economically through needlessly high transport costs," comments the booklet.

"DRIVING" A CAR—*Legal Definitions*

LAWYER-ON-WHEELS writes: What amounts to driving a car varies according to the particular circumstances and particular statutory enactments. The question is obviously not quite so simple as it may seem. Even so, however, it is possible to imagine the astonishment of a man asleep in the passenger seat of a car who awakes to find the car moving down a slope; with a pardonable instinct of self-preservation he then grabs the wheel, applies the brakes and brings the vehicle safely to rest, and then finds himself for some reason charged with driving it unlawfully. REGINA v. KITSON, decided recently, was a case somewhat like that; but it is probably explicable on the ground that more in the way of driving was done by the defendant than was necessary in the particular emergency.

What happened was this: the defendant who, so the justices found, was under the influence of drink, was in the front passenger seat of a car being driven by his brother-in-law. While the defendant was dozing, the driver stopped the car and the engine and got out. The defendant awoke from his doze to find the car moving down a slope and the driver's seat empty. The ignition key was not in place. The defendant was seen to drive the car on an erratic course for 300 yards down the hill, after which he stopped it on a grass verge. Asked what his reaction was when he found that the car was moving, the defendant said that he immediately grabbed the steering wheel, but that he did not apply the handbrake because of the greasy surface of the road.

Alarming State of Affairs

The defendant need not have been drunk: he might have been a person disqualified from holding a driving licence or merely a person who had never taken out a licence, and, in either case, accordingly guilty of the further offence of driving the car when there was no third-party insurance policy covering the driving.

Does REGINA v. KITSON really mean that a man suddenly finding himself in a runaway car cannot take the necessary steps to control the vehicle without running into one or more serious criminal charges? Does the law really look at the matter only from the narrow technical angle and say: "He was undoubtedly driving the car and that is that"? It would be an alarming state of affairs if this were so—if a man could not do what was necessary to save himself and others from serious or possibly even fatal injury, to say nothing of the preservation of property, without finding himself faced with a serious criminal charge. Fortunately the law has never said that, and does not say so now, even after KITSON's case.

Technically the defendant was obviously driving the car. The disturbing feature of the case is that he was not doing so of his own choice: he had been forced into it. In other cases, which have been noted in this column, the man at the wheel has voluntarily put himself there: there was SAYCELL v. BOOL ((1948) 64 *Times* Law Reports) where a man disqualified from driving ran his petrol-less motor van, which was parked in a sloping street, down the hill in neutral and into his garage. He was held to have driven the van while disqualified. There was SHIMMELL v. FISHER ((1951) 2 *Times* L.R. 753), where three youths in a recreation ground pushed a stationary lorry a few yards down a slope, one of them steering it, but the engine never having been started. They were all held guilty of taking and driving away the lorry, contrary to Sec. 28(1) of the Road Traffic Act, 1930. "'Driving away'," said Lord Goddard, C.J., "must be construed as causing the vehicle to move."

A Trivial Matter

In that case Lord Goddard pointed out that "any movement of a car without the consent of the owner" was enough to constitute the offence there in question, and his words are broadly applicable wherever driving or not driving is the question. "It does not matter," he went on, "whether he drives it for 100 yards or for miles. If he is driving the car, that is to say, causing the car to be moved . . . he is committing an offence."

The following words uttered by Lord Goddard in FLOYD v. BUSH (*The Autocar*, August 8, 1953; (1953) 1 Weekly Law Reports 242) provide the key to the difficulties suggested in the third paragraph of this article: "It may be that, in certain circumstances, if he were prosecuted for doing it, the justices would say that it was a trivial matter and would give an absolute discharge; but that is not the sort of case we are dealing with here" (a vehicle with a dead engine was being moved along a road deliberately). The Lord Chief Justice concluded, "he has driven it along the road, and I say he has driven it because he caused it to move!"

"Subject to His Control"

The reader will at once perceive the point, on which counsel for the defendant in the present case naturally fastened, that in all these cases the defendant set the vehicle in motion, whereas here the defendant woke up to find it so. Mr. Justice Gorman, giving the judgment of the court, met that point with the words, "the car was subject to his control and to his direction." The essence of the matter seems to be the 300 yards: if the defendant, waking up to find the car moving, had steered it to the side of the road and stopped it in a short distance, he would have been driving it, but doing so involuntarily, and the police would probably not have prosecuted. If they had, the defendant could have relied on Lord Goddard's words in FLOYD v. BUSH (Supra) and asked the justices to dismiss the matter as trivial.

But in fact the justices in the present case must have concluded—and here is where the case ceases to become alarming and becomes explicable—that, having put himself in a position to control and stop the car, the defendant went beyond what was involuntary in the sense of being dictated by the emergency, and went on to do something more, namely, to drive 300 yards.

The sense of the matter is really this: if I, being, say, disqualified from driving, see a stranger's car beginning to run away at the top of a hill, rush across to it, scramble inside and stop it, I have acted promptly and bravely, and the technical offence of having driven a car in contravention of the law will not be held against me.

But if, for whatever reason, having brought the car under control, I coast down to the bottom of the hill, and then start it up, turn, and drive it back to its anxious owner waiting at the top of the hill, I shall have done more than the emergency dictated and have laid myself open to one or other of the serious penalties imposed for unlawful driving of the various kinds.

The Moral

The moral, as so often, is plain: you can hardly be at the wheel of a moving car without its being said that you are driving it. If, when you are forbidden to drive any car or a particular car, you in an emergency drive this one or that one, see that you drive it not one yard farther than the emergency demands.

One final comment: a reader, still puzzled, may say, "But this man was drunk; waking up to find himself in this predicament, how could he judge when to stop? It was not his fault that he drove erratically." The answer is that, when a man is had up for being drunk in charge of a car, it is no defence for him to plead that in his stupor he did not realize that he was getting into his car or know what he was doing thereafter. In the interests of public safety, where intoxication is involved, the law takes the situation as it finds it. This emerges clearly from all the drunk-in-charge cases which have been noted from time to time in this column.

An ingenious feature of the Skoda is the interchangeability of the windscreen and rear window glasses, as they are identical

SKODA 440

IMPRESSIONS OF A COMPETING CAR IN THE AUSTRIAN ALPINE RALLY

THERE had been rumours of a smaller Skoda model to supplement the present 1200 for a considerable length of time. The new car made its debut at the Brussels Show in January under the name of Orlik, or "Eagle."

For the car's second appearance this side of the Iron Curtain, three were entered in the recent Austrian International Alpine Rally, and those, plus a similar model in support, showed up at the *parc fermé* in Velden, for scrutineering. The team immediately gave the impression of being well prepared and organized.

In the course of the event I found the Czech drivers Bobek, Fousek and Netusil very courteous and sporting people, taking to the grass, even in places where passing was easy, at the first blow of the horn of our Ford Taunus 15 M. It soon became evident that the Skodas were most difficult to lose, be it on hard-surfaced roads or on paths that would not even deserve the high-sounding title of road.

The cars acquitted themselves well in the event (in which only two cars of the entire entry finished without loss of marks), running third and fifth in the 1,300 c.c. touring class. They led for the manufacturer's team prize till shortly before the end, when one of the cars had a most terrifying experience on Grossglockner, balancing on the edge of a 500ft drop, the crew not daring to get out for fear of upsetting the equilibrium!

The engine is a four-cylinder o.h.v. unit of 1,089 c.c. (bore 68 mm, stroke 75 mm), developing 40 b.h.p. at 4,600 r.p.m. (hence the now official name 440). Skoda thus revert to the engine of their early post-war model, on which the 1200 was based, but a redesigned cylinder head with bigger valves is used, and an unusual feature is the alloy sump. A Solex down-draught carburettor is fitted and the petrol pump (the 1200 still had gravity feed) is mounted on the timing gear cover, directly exposed to cold air to exclude the possibility of vapour lock in hilly country.

As on earlier models, a tubular backbone frame provides the basis of the car. All four wheels are independently sprung in the established Skoda manner—front suspension is by transverse leaf springs and upper wishbones, and a swing-axle with transverse leaf springs is used at the rear, a hypoid final drive replacing the spiral bevel of the 1200. Hydraulic shock-absorbers are used fore and aft, and the springing is softer than on previous models. Central chassis lubrication, considered an extravagance on cheap cars by many a maker, earns bonus marks for the car.

The gear box on the car examined was that of the standard model not destined for export, with synchromesh on third and top only, and the gear lever on the floor. Export, or de luxe models, will have synchromesh on the three upper ratios and steering-column gear-shift. Brakes are hydraulic.

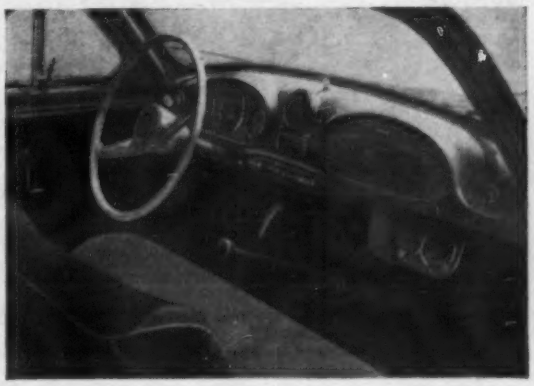
The Skoda 440 is a two-door saloon of very pleasing and graceful lines and a feature worthy of copying is the "spare windscreen." The rear window is identical with the screen and can be taken out and refitted in front in about half an hour, a blessing which can be appreciated to the full only by those unfortunates who are compelled to drive on through bad weather with a shattered screen. Four persons can be carried in great comfort; five find it a little cramped. Interior finish is not outstanding but a heater and a cigarette lighter are part of the standard equipment. Luggage space is 20 cu ft and the spare wheel is housed in a separate compartment below, together with a very complete set of tools.

Driving one of the cars immediately after its release from the *parc fermé*, I was impressed by greatly improved road-holding. Earlier Skodas showed a marked tendency to oversteer which now has been much reduced. Somewhat longish brake pedal travel is perhaps understandable after three days of competition motoring, but the braking was even and still adequate for safe motoring at about 70 m.p.h.—easily reached on the none too straight road on the northern shore of Wörthersee lake. Vision from the driver's seat was good.

Judging a model's performance by that of a works-entered rally car would be folly however "Normal series production touring car (unmodified)" it may be. But even from its quoted power/weight ratio (40 b.h.p. for a dry weight of 18½cwt) one would expect the car to perform well, particularly when a top speed of about 75 m.p.h. is claimed. The car tested at least lived up to the expected standards. While the exhaust note was rather on the sporting side, no effort to push up the r.p.m. at the expense of flexibility seems to have been made. Claimed petrol consumption is 37.5 m.p.g.

The Czechs with this new model seem to have produced a car with far greater appeal than their 1200 could ever have reached. In countries without import restrictions the Skoda 440 will undoubtedly find its buyers when it becomes available by the end of 1955.

MARTIN PFUNDNER.



Simple and neatly grouped instruments are placed directly in front of the driver. The Jaeger rally clock in front of the passenger seat is not standard, nor is the revolution counter which replaces the clock in the centre of the facia

J. A. Williamson at the wheel of his 3-litre Bentley, in which he won the five-lap scratch race for cars of that capacity. In the sprints earlier in the day, his 4½-litre put up fastest time

Bentley Drivers at Silverstone

SATURDAY, July 30, will go down in B.D.C. history as Ladies' Day. Of the eight races run in the afternoon three victories went to the fair sex. The 5-lap Bentley handicap was won by Mrs. Clarisse Mountfort after a spirited drive in the family short-chassis 4½. Mrs. Mountfort is well known at Bentley gatherings, and her win was a popular Silverstone success. Driving an Aston Martin DB2 in the 5-lap handicap for cars of that make Mrs. Jean Bloxam pulled off the second victory for the ladies by leading home D. L. Sidney, also in a DB2, by 6sec, and setting joint fastest lap with him at 66.23 m.p.h. In her second race, a handicap of 10 laps for all-comers, Mrs. Bloxam again neatly trounced the men at 64.31 m.p.h.

The slickness of organization invariably displayed by the B.D.C., coupled with excellent weather and the Bank Holiday spirit, produced a very good day's sport. The programme comprised ¼-mile sprints, three 10-lap races and five of 5 laps.

One of the main events of the day, the 10-lap scratch for Bentleys for the Gordon Alexander Memorial Trophy, was won by G. H. G. Burton from J. A. Walker by a fraction over 12 seconds. Unfortunately the race was robbed of a great deal of its interest by the early retirement of G. G. McDonald, whose very fast 4½ caught the prevalent broken throttle linkage disease, so that Burton—having built up a substantial lead—had only to tour round to win. This was a great pity because the duels between these two drivers are always eagerly awaited by the spectators.

A thoroughly representative selection of 15 Lagondas lined up for the Lagonda handicap. First away was the 11.9 of A. K. Audsley, receiving 4min 45sec start from the scratch men C. E. H. J. Mulholland and L. Michael, both in 4½-litres. Michael drove a nicely judged race to win in 12min 50sec, with Mulholland second a bare 100 yards behind him. Maurice Leo's beautifully restored blown 2-litre sounded as crisp as if it had just left the factory, but was too severely handicapped.

In the 10-lap Bentley handicap, McDonald, throttle linkage repaired, drove as impeccably as usual but was unable to get a place, although he put in fastest lap of the day at 72 m.p.h. The club's competition secretary, Geoffrey Kramer, won this event in his Speed 6.

During the sprints, which were run off before lunch, J. A. Williamson on his second run urged his 4½ down the ¼ mile in an electrifying 16.21sec. Although probably geared especially for this short sprint, this is nevertheless quite an achievement. Not much slower was Burton's 16.67sec.

RESULTS

Sprints (quarter-mile, standing start): 3-litre Bentleys: 1, D. McKenzie, 19.67sec; 2, J. A. Williamson, 19.80sec; 3, J. L. Leckie, 22.65sec. **4½-litre Bentleys:** 1, J. A. Williamson, 16.21sec; 2, G. H. G. Burton, 16.67sec; 3, G. G. McDonald, 17.94sec. **4, 4½ supercharged, 6½- and 8-litre Bentleys:** 1, 8-litre (A. N. Hewett), 19.17sec; 2, Speed Six (G. C. H. Kramer), 19.38sec; 3, 8-litre (D. E. C. Roberts), 20.25sec. **Post-1931 Bentleys:** 3½-litre (R. Shaw), 19.64sec. **Aston Martins up to 2 litres:** 1, Ulster (P. M. Sims), 20.65sec; 2, Le Mans (W. B. Fowler), 21.18sec. **Aston Martins over 2 litres:** 1, DB2 (D. L. Sidney), 17.65sec; 2, DB2 (R. F. Bloxam), 19.82sec. **2-, 3- and 3½-litre Lagondas and Rapiers:** 1, 3-litre (D. W. Price), 22.27sec; 2, 3½-litre (F. Smith), 22.67sec; 3, Rapier (M. H. Wilby), 24.39sec. **2 supercharged, 2.9- and 4½-litre Lagondas:** 1, 4½-litre (C. E. H. J. Mulholland), 18.01sec; 2, 4½-litre (L. Michael), 18.78sec; 3, 4½-litre (D. D. Overy), 20.24sec. **Vintage, up to 1½ litres:** Frazer-Nash Falcon (A. M. O'Connor), 21.47sec. **Vintage, up to 1½ litres supercharged and 1½ litres unsupercharged:** 1, Alfa Romeo (A. Hopton), 19.58sec; 2, Austin Ulster (A. M. H. Bennett), 22.49sec; 3, Bugatti Brescia (R. R. Keiller), 22.78sec. **Vintage, over 1½ litres supercharged and 1½ litres unsupercharged:** 1, 4½-litre Bentley (R. W. Hogg), 17.87sec; 2, 4½-litre Bentley (B. Mountford), 18.98sec; 3, 4½-litre Bentley (H. P. Bowler), 19.02sec.

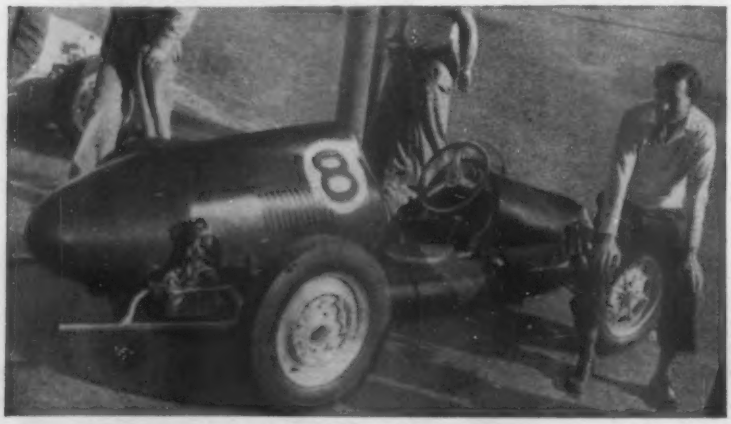
Races (1.61-mile circuit)

5-lap handicap races: Lagondas: 1, 4½-litre (L. Michael), 67.31 m.p.h.; 2, 4½-litre (C. E. H. J. Mulholland); 3, 3-litre (D. W. Price). **Bentleys:** 1, 4½-litre (Mrs. C. Mountford), 59.90 m.p.h.; 2, 3-litre (M. D. Hollis); 3, 3½-litre (R. Shaw). **Vintage:** 1, Alfa Romeo (A. Hopton), 59.85 m.p.h.; 2, 4½-litre Bentley (B. Mountford); 3, Aston Martin International (D. Elwell Smith). **Aston Martins:** 1, DB2 (Mrs. J. Bloxam), 63.55 m.p.h.; 2, DB2 (D. L. Sidney); 3, Le Mans (D. V. Greaves).

5-lap scratch race: 3-litre Bentleys: 1, J. A. Williamson, 61.87 m.p.h.; 2, D. McKenzie; 3, M. D. Hollis.

10-lap handicap races: Bentleys: 1, 6½-litre (G. C. H. Kramer), 62.66 m.p.h.; 2, 4½-litre (H. P. Holden); 3, 4½-litre (J. Foreman). **All-comers:** 1, Aston Martin DB2 (Mrs. J. Bloxam), 64.31 m.p.h.; 2, 4½-litre Lagonda (L. Michael); 3, 4½-litre Lagonda (C. E. H. J. Mulholland).

10-lap scratch race: 4½-litre Bentleys: 1, G. H. G. Burton, 65.72 m.p.h.; 2, J. A. Walker.



One of the most interesting cars to run in the East London Winter Handicap (reported in an adjoining column) was the Cooper-Volkswagen hybrid driven by H. C. Boyden. The total weight of the car is 800 lb and, surprisingly, a 50-50 weight distribution has been achieved

Specials in the Sun

THE East London Winter Handicap has taken the place of the pre-war South African Grand Prix and the whole town suffers from intense race fever for at least a week before the event.

The cars ran, as in the past, with a credit-lap-plus-time-allowance. The race was packed with incident—and there was tragedy.

Soon after the start, writes a correspondent, Kingon (Maserati), travelling behind Vickerman (2.8 Studebaker), could see something trailing—and Vickerman was flagged off, with a broken steering link. A lap later Procter (Kieft-Vincent) took the East Beach corner too fast, slid and wiped the front of the car off against the sea wall.

On lap four Kingon (Maserati) took Beach Hotel corner, and as usual left the ground on the hump which followed. The car came down off its course, slid, hit the kerb, turned over and rolled down the embankment; Kingon lost his life.

A lap later Andrews (2.8 Studebaker) retired with a broken valve. On lap 9 Edgar Hoal (2.4 Riley) seemed to be suffering from overheating troubles and visited the pits, but was soon away again. At ten laps Spiers (stripped TC M.G.) was leading from Stander (Austin A.40 special) and Hartley (stripped S.S. Jaguar 100). Brodie (M.B. special) on lap 10 went round in 2min 9sec (72.65 m.p.h.).

At half distance Shiers led Humphreys (Ford Consul special), Stander and McDowell (M.G. special). On lap 16, Miller (M.G. special) hit Brodie's car, denting the latter's tail.

On lap 20 Jennings went round in 2min 6sec, which gave Brodie quite a lot to think about—on lap 27 Brodie went round in 2min 3sec, and Shiers, still in the lead, dropped out because of lost oil pressure. Hoal finally retired on his 24th lap with a leaking gasket, and Brodie came in to win, followed by Humphreys (Ford Consul), Peirce (M.G.) and Jenkin (Moriat Special).

RESULTS (race distance 71 miles, 30 laps of 2.6-mile circuit)

1, M.B. Spl 1,250 (P. Brodie), 72.61 m.p.h.; 2, Consul Spl 1,508 (R. Humphreys); 3, M.G. Spl 1,250 (H. Peirce); 4, M.G. Spl 1,250 (W. McLean); 5, Moriat Spl 1,250 (D. Jenkin); 6, Riley Spl 1,496 (D. Jennings). **Fastest lap:** P. Brodie, 2min 3sec, 76.21 m.p.h.

CASTROL WINS

AT

CRYSTAL PALACE

★

Sports Car Race B

DAVID BROWN

ASTON MARTIN

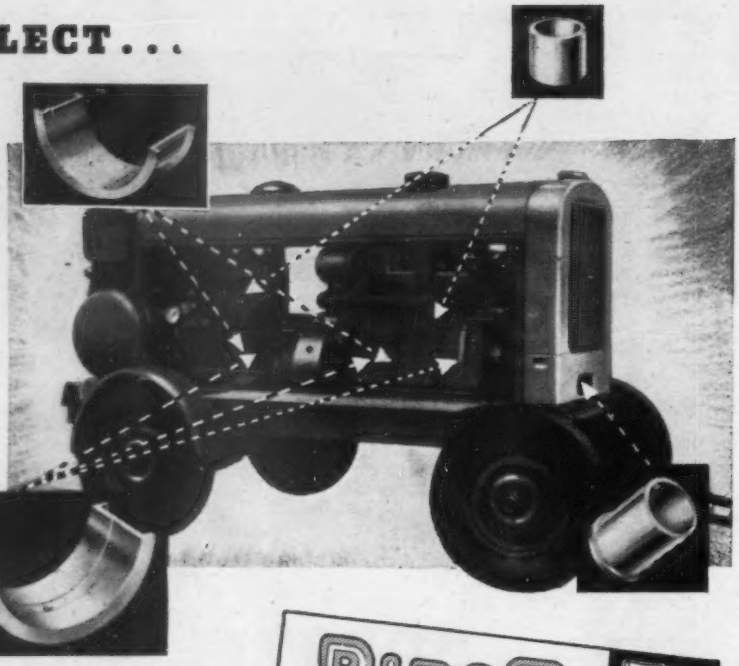
(Roy Salvadori)

★

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

USED TO NEGLECT...



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PIT AREAS, which have come in for more than their fair share of criticism, have been the subject of further comment recently, this time from Fritz Nallinger, chief engineer of the Daimler-Benz company. In an article issued by his firm, he says "It is open to consideration whether (Grand Prix) races should be run in future without pit stops." He goes on to suggest that race distances might have to be shortened in order to make certain that cars could finish without refuelling or changing tyres. In view of the high speeds of modern Grand Prix cars, he says, chances of victory become very small where a car has to call at the pits. "Should a mechanical fault develop, the car would have to drop out," he adds.

That may be so, and on the face of it, it seems an easy way out of the problem—if there is one so far as Grand Prix racing is concerned: the pit area trouble seems largely confined to Le Mans. As to the chances of victory being small, what about Castellotti's Lancia, which finished second in the European G.P. this year after a pit stop? And the Perdisa-Behra Maserati, which finished third, also after a pit stop? If Nallinger's suggestion were carried out, only five cars would have finished at Monaco and six at Aintree. There is another aspect, too. Supposing, at Monaco, when Fangio and Moss had dropped out, Simon had still kept going in twelfth position. Would Neubauer have been content to see one of his cars running so far back when his two top drivers were unemployed on the touch-line? Then there is the thought that, instead of coming in to the pits after a minor bump to inspect the damage, drivers would be tempted to carry on with the car in what could be a dangerous condition. Finally, pit stops are a part of the race—less now, possibly, than they were, but still greatly adding to the excitement.

The Sport

ABOLISH PITS?

HILL-CLIMB CHAMPIONS

T.T. PROMISE

At the moment, motor racing is one of the finest spectacles in existence. Race crowds grow bigger and bigger; organizers put up new grandstands and there is talk of new circuits and old ones reopening. Thoughtless removal of the character and spectacle is not going to solve any problems. Spectator interest will atrophy and consequently, through lack of funds, motor racing itself.

ANYBODY still debating whether or not to enter this year's T.T. (September 17) had best make up his mind. The entry list is filling up so well that the Ulster A.C. warns that it may have to close the list well in advance of August 27, the official date. Interim entries include four Mercedes-Benz, three Arnotts, three or four Aston Martins, four Maseratis, the official Jaguar team of three D-types, the three official M.G.s, three Kiefts and an equal number of Lotuses. Two Panhards are coming from France and also the Le Mans D.B. There will be one each of Connaught, Elva and Stanguellini. Race distance: 623 miles; start: 10.30 a.m.

GOOD ENTRIES have been received for the Winfield Joint Committee meeting at Charterhall tomorrow. The programme consists of five events, three for sports cars and two for racing cars and in all of them there is every prospect of keen competition.

In the smallest sports car class G. Crombac and D. Kasterine bring their Lotuses over from France to do battle with such well-known Scots as Harry Ballantine and Ian Scott Watson—in a field that also includes the 1100 works Coopers, driven by Jim Russell and Ivor Bueb. In addition to the usual selection of Triumph TR2s the race for sports cars up to 2,700 c.c. has the successful Lister-Bristol of Archie Scott-Brown and the fleet Cooper-Bristol of Jack Walton, while Jimmy Gibbon has fitted a new engine in his interesting Rover Special, so that there is the prospect of good racing in the event.

The unlimited sports car race has a consistent supporter of Scottish events —Reg Parnell—to renew the Aston Martin-Jaguar rivalry, for he will be driving against David Murray's blue D-type Jaguars which will be handled by Desmond Titterington and Ninian Sanderson. An extension of the rivalry is contained in the promise of a duel between David Brown's daughter and the Scots girl Rosemary Vickers, who has been doing remarkably well in Scottish events with a C-type Jaguar.

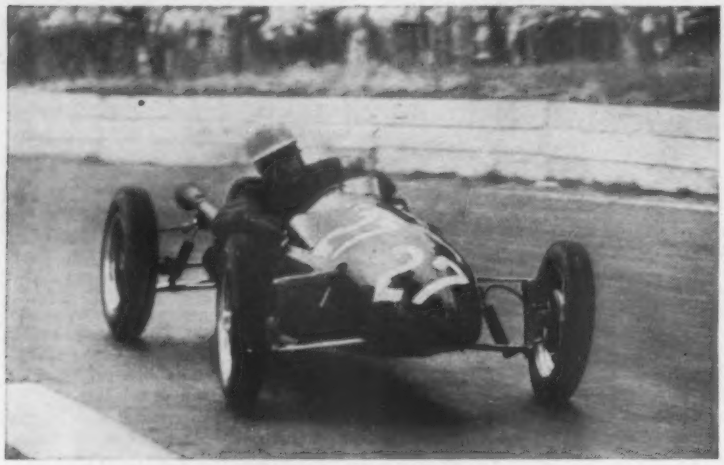
As ever, the half-litre event sees such competent drivers as S. Lewis-Evans, Ivor Bueb, Jim Russell and Don Parker renewing their weekly battle but it is hoped that Keith Hall, John Somervail and Tom Dickson—who all hail from Scotland—may get a share of the awards. In the main racing car event three Maseratis have been entered and will be driven by Louis Rosier, Horace Gould and Peter Walker, with opposition provided by the Marquis de Portago's 2½-litre Ferrari. Connaughts and Cooper-Bristols add to the variety and, on the whole, this Charterhall does promise some interesting motor racing. Start 11 a.m., finish 6 p.m.

WITH THE season somewhere around the half-way mark, here are the positions in the R.A.C. Hill-Climb Championship; Rest-and-be-Thankful and Bouley Bay have been the only qualifying events held so far, Bo'ness having been cancelled. Tony Marsh leads, with 19 points; second is Michael Christie, with 15, and third, Ken Wharton with 10. Because of injuries resulting from his Silverstone adventure, Wharton has competed only at Bouley Bay. Qualifying events still to come are Craigantlet (August 14), Shelsley Walsh (August 29) and Prescott (September 19).

Unhappy ending—Gammon's Cooper discharges clouds of smoke beside the Brands Hatch track with evidently major trouble! This occurred during the Air Kruise trophy race (reports, page 187)

The Sport

FOR THE FIRST time, the R.A.C. will be running a team in the Liège-Rome-Liège Rally this year. So far, the Rally seems not to be in danger of cancellation, though the traditional route through France may have to be altered because of the authorities' attitude towards sporting events. The team will consist of: J. Gott and W. Shepherd (Austin A.50), G. Burgess and S. E. Croft-Pearson (Austin A.90), P. Reece and D. Scott (Austin-Healey 100S) and L. Stross and K. G. M. Pointing (Jaguar XK140). Another British competitor will be B. R. Bassett, stationed with the Scots Guards in Germany, who will share the wheel of a Triumph TR2 with Viscount Boyne. Also driving Triumph TR2s will be K. Richardson and C. Heathcote, Leslie Brooke and S. Asbury, C. Morgan and H. E. Rumsey and Maurice Gatsonides with an (as yet) unnamed co-driver.



Ivor Bueb drifts his Cooper-Norton through South Tower bend during his spell as leader in the 500 c.c. Senior Race at the Crystal Palace on Saturday (report page 185)

PRESCOTT'S big meeting of the year—the International Speed Hill Climb—will be held on Sunday, September 11, and will include classes for formula 1, formula 3, *formule libre* (with four or more cylinders), *formule libre* (with two or three cylinders), a Bugatti handicap and, exclusive to E.R.A.s, the Rivers Fletcher Trophy. Sports cars will be separated into the following classes: up to 1,100 c.c.; 1,101-1,500 c.c.; 1,501-3,000 c.c. and over 3,000 c.c. The system of segregating the very fast Cooper twins and the genuine racing cars into two separate classes is peculiar to the Bugatti Owners' Club, and means that racing car owners are not discouraged from entering on the grounds that they haven't a hope against the fast twins. So far as prize money is concerned the winner of the Staniland Trophy, presented by Jack Emmott for the fastest time by a recognized formula 1 car, gets £50 plus £30 for his class win. The twins stand to win the same amount—£50 for fastest time of the day and another £30 for the class win. All very carefully worked out.

Regulations are available (L. J. Roy Taylor, Cherrytree, Aston, Market Drayton, Salop) and entries close on Tuesday, August 30.

LAST WEEK, with fittingly moving and simple ceremony, Lancia handed over to Enzo Ferrari their six Grand Prix cars. With them went the drawings, plans, technical notes and so on of the cars. Lancias, therefore, have severed their entire connection with G.P. racing.

COMING SHORTLY

AUGUST 6.—Winfield J.C. Race meeting, Charterhall, near Greenlaw, Berwickshire, 11 a.m.
6.—Hants and Berks M.C. Hill-climb, Great Auclum, Burghfield Common, near Reading, Berkshire, 2.30 p.m.
6.—Vintage S.C.C. Richard Seaman Memorial Trophy race meeting, Silverstone, Northamptonshire, 12.15 p.m.
6.—Ulster A.C. Hill-climb, Craigantlet, County Down, Northern Ireland.
7.—Swedish Grand Prix for sports cars, Kristianstad.
7.—Senegallia race meeting, Italy.
7.—Gosport A.C. Annual Rally, Jewry Street car park, Winchester, Hampshire, 9 a.m.
13.—West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
13.—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
13.—B.A.R.C. Members' meeting, Aintree, near Liverpool, 2 p.m.
13.—North London Enthusiasts' C.C. Hendon *concours d'élégance*, Hendon Park, London, N.W.4, 3 p.m.
14-15.—Pescara Grand Prix and 12-hour race, Italy.
17-22.—Liège-Rome-Liège Rally, Belgium.

THREE works DB3S Aston Martins have been entered for the Goodwood Nine Hours' race on August 20. The cars will be driven by Reg Parnell and Roy Salvadori, Peter Collins and Paul Frère, Peter Walker and C. A. S. Brooks. One works-entered car will be driven by Reg Parnell in the sports car event at Charterhall on August 6, and he will also be driving a works car in the 220-mile B.R.S.C.C.-*Daily Herald* international sports car event at Oulton Park on August 27. Privately entered cars will be raced at this meeting by Peter Collins and Roy Salvadori.

OVERALL WINNER of the four-day Adriatic Rally—one of the qualifying events for the European Touring Championship—was Werner Engel in a Mercedes-Benz; he incurred no penalty marks on the 908-mile route which finished at Opatija, on the northern Adriatic coast, on July 24. West German drivers and cars took the first six places, Walter Schluter winning the touring class up to 1,000 c.c. in a D.K.W. There were no British entries.

FANGIO, too, has been busy—at the Nurburgring. The new and unofficial lap record set up by Stirling Moss in a formula 1 Mercedes (this column, last week) has been beaten. Fangio's figure stands at 89 m.p.h., an increase of 1.01 m.p.h.

PROMISING ENTRIES for the West Essex Club's international meeting at Snetterton, on August 13, include works Connaughts driven by Kenneth McAlpine and Jack Fairman, Rob Walker's Connaught with Peter Walker at the wheel, Harry Schell in a Vanwall and the Stirling Moss, A. G. B. Owen and Gilbey Engineering Maseratis.

Entries for the *Daily Herald* International Trophy race for sports cars at Oulton Park, on August 27, are coming along nicely, too. Among the 50 per cent foreign entry for this race will be Louis Rosier, Jean Lucas, Nogueira Pinto and the American McKay Frazer, all driving 3-litre Ferraris.

IN SPITE of cheering rumours to the contrary (or was it just wishful thinking?) Alfa Romeo have denied that they will return to Grand Prix racing. In fact, Bernasconi of Alfa Romeo says that no new G.P. cars are being built.

IT seems that in the recent Silverstone meeting run by the Aston Martin O.C. Douglas Price stepped in at the last moment to drive his 1930 3-litre Lagonda in the David Brown Challenge Trophy race in place of the 2-litre entered by R. H. Paines. It was this car that was shown in action in one of the pictures in the July 29 issue, and not that of Paines.

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CLUB NEWS

J. T. Skinner's Dellow rounding the concrete hairpin at the Cornish Trengwainton hill-climb. A report of the Bank Holiday event appears on page 186

Veteran C.C.—The Hull to Scarborough Rally and Run, organized by the North-eastern Section of the club, will be held on Sunday, September 4. The first part of the event consists of a rally to Ferensway, in Hull. Each competitor will choose his own starting point, which must be either his home or some place nearer the rallying point at Ferensway, and he must drive his car under its own power to the rallying point. No car may start earlier than 6 a.m. on September 2 and the standard arrival time at the rallying point is 9.30 a.m. on September 4. Marking for the rally will be on an age-distance basis. The run to Scarborough, which forms the second part of the event, starts from Ferensway at 10.30 a.m. on September 4. There will be two secret checks on the route and marks will be lost by competitors who are late or early on their estimated time of arrival at Scarborough. The latest time of arrival at Scarborough is 3 p.m.

The event is open to full members and associate members of the promoting club driving cars manufactured before 1917. In Part I there are two classes—cars manufactured before 1905 and cars manufactured between 1905 and 1916 inclusive; in Part II there are four classes—before 1901, 1901 to 1904, 1905 to 1910 and 1911 to 1916. Entries (fee £1 1s) should be sent to the secretary of the meeting, J. Campbell, 49a, Whitefriargate, Hull. The closing date is tomorrow (August 6).

B.A.R.C.—The North-western Centre held an all-night rally in North Wales on July 23-24; the results are as follows:

Rowlands Trophy (premier award): Triumph TR2 (K. James and P. Hall), 0 marks lost. **Runner-up:** Triumph TR2 (H. Whiteside and P. Dingley), 9.

Class awards: Open cars: Triumph TR2 (A. J. Clook and I. H. Broughton), 16; **Closed cars:** Ford Zodiac (R. Keeley and B. Oswin), 18.

Novice award: Ford Prefect (F. Moselale and A. P. Stainforth), 47. **Team award:** H. Whiteside and A. J. Clook, 25 aggregate marks lost.

M.C.C.—Starting points for the Autumn Trial on October 7-8 will be London, Norwich, Bristol, Penrith and Harrogate. Leaving these points on the Friday evening, competitors will converge at a control near Matlock. An observed night section will follow, finishing at Buxton, in Derbyshire, where breakfast will be taken at the Palace Hotel from 6 a.m. onwards. After breakfast competitors will cover a trials route in the Derbyshire area over terrain similar to that used in the Land's End and Exeter Trials. The event will finish at the Palace Hotel, Buxton, with a dinner, dance and film show. The usual first-, second- and third-class awards will be given, as well as an award for the best performance in each class. Full details of the trial will shortly be sent to all club members.

Mercedes-Benz C.C.—Business commitments have forced R. H. Johnson to resign from the secretaryship of the club, and at the recent annual general meeting A. G. Deuchar was unanimously elected as honorary secretary in his place. Mr. Deuchar's address is the King's Arms Hotel, Hampton Court, Middlesex.

Old Culfordians' M.C.—A driving test meeting was held at Culford in Suffolk on Saturday, July 23. The award for the best performance went to T. McK. Elms who drove a Vauxhall Velox. The best car in the opposite class was G. R. Hastings' Morris Minor.

After the driving tests, the first annual meeting of the club took place. E. S. Ridley (14, Albert Crescent, Bury St. Edmunds, Suffolk) was re-elected to the position of honorary secretary.

Blackburn Welfare M.C.—Motor cycle and formula 3 car racing will be held at Brough aerodrome in East Yorkshire on Sunday, September 25. The formula 3 car events, which are closed to members of the British Racing and Sports C.C., consist of a scratch race and a handicap race, each of two 7-lap heats and a 10-lap final. Entries, which close on Friday, August 26, should be sent to the secretary of the Blackburn Welfare M.C., Brough, East Yorkshire.

Southport M.C. and L.C.C.—In conjunction with the Southport Corporation, the club are organizing a motoring week-end at Southport, Lancashire, on September 17 and 18. Invited clubs are Lancashire A.C., Bolton-le-Moors C.C., Yorkshire S.C.C., M.G. C.C., Liverpool M.C., Lancashire and Cheshire C.C. and B.A.R.C. Competitors will assemble at Southport at lunchtime on the Saturday, and a series of rally-type driving tests will be held during the afternoon, followed, in the evening, by a dance for competitors and their friends. On the Sunday a second series of driving tests will take place in the morning, and a *concours d'élégance* in the afternoon will complete the weekend's events. Regulations for the driving tests and the *concours d'élégance* can be obtained from the Publicity and Attractions Department, Town Hall, Southport, Lancashire.

Worcestershire M.C.—At a driving test meeting on July 17, W. J. Morgan in a Triumph TR2 put up the best performance in the open car class, and J. Humphries' Ford Anglia was the best closed car. Runners-up in the two classes were A. L. Yarranton (Morgan Plus Four) and G. Smith (Morris Minor).

The secretary of the club, J. L. MacVitie, has recently changed his address to Hill End Cottage, Bransford, near Worcester.

Vintage S.C.C.—Regulations are available for the hill-climb to be held at Prescott, Gloucestershire, on Sunday, August 21. The event is open to members and associate members of the club driving Edwardian, Vintage, historic or thoroughbred cars. There are classes for racing cars, supercharged and unsupercharged sports cars and for Edwardian cars based on handicap. Entries should reach the secretary of the meeting (T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berkshire) by August 11.

East Anglian M.C.—The results of the sprint meeting held at Snetterton, Norfolk, on July 23 were as follows:—

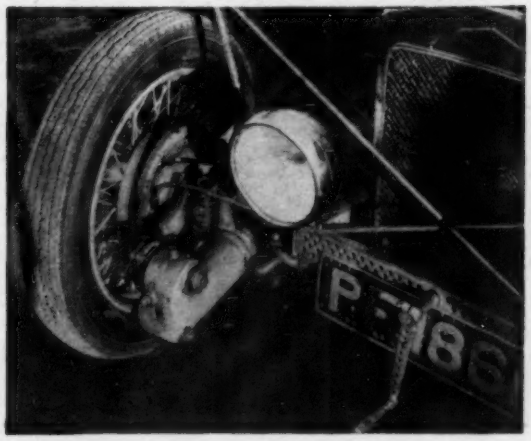
Fastest time of the day: Allard 5.420 (P. Woozley), 1min 2.4sec. **Fastest saloon car:** Ford 1.508 (D. J. Morley). **Fastest sports car:** Jaguar XK120 3.442 (J. L. E. Ogier), 1min 5.6sec.

Class winners: Saloons and convertibles up to 1.000 c.c.: Standard 948 (J. D. Short), 1min 26.8sec. **1.001 to 1.300:** Ford 1.172 (J. Blak), 1min 26.2sec. **1.301 to 2.000:** Morris 1.500 (S. Gulyas), 1min 19.8sec. **2.001 to 3.000:** Ford 2.262 (W. E. Diment), 1min 21.8sec. **Over 3.000:** Jaguar (J. Coplin), 1min 19.6sec. **Production sports and gran turismo cars up to 1.500 c.c.:** Porsche 1.488 (S. F. Wilder), 1min 11.4sec. **1.501 to 3.000:** Triumph TR2 1.991 (L. J. Coe), 1min 9sec. **Over 3.000:** Morgan 1.991 (H. Denton), 1min 6.4sec. **Sports cars up to 1.500 c.c.:** Lotus 1.190 (K. D. Laverton), 1min 9.2sec. **Over 3.000:** Jaguar XK120 (J. M. C. Shand), 1min 7.8sec. **Racing cars, unlimited:** Bugatti 2.300(s) (J. H. Sarginson), 1min 7.2sec.

Louth and District M.C.C.—In addition to motor cycle events, a scratch race and a handicap race for formula 3 cars were held at the Cadwell Park road race meeting in Lincolnshire on Monday, August 1. The results were as follows:—

Scratch race: 1, Cooper-Norton (D. Boshier-Jones), 10min 5.2sec. 59.6 m.p.h.; 2, Cooper-Norton (P. Robinson); 3, Cooper-Norton (S. Bloor).

Handicap race: 1, Cooper-Norton (S. Bloor), 10min 48.6sec. 56.55 m.p.h.; 2, Cooper-Norton (D. Boshier-Jones); 3, Staride-Norton (T. Dickson).



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Corrugated aluminium sheet is used for the canopy which protects from the weather motorists calling at a petrol station at Winchester. It is an amenity which is unfortunately still rare—at too many filling stations. The installation illustrated is one of several recently supplied to Shell and B.P. units in the South of England. The aluminium and alloy sections were fabricated by the Northern Aluminium Co., Ltd., and are used in conjunction with galvanized steel tubing

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IN BRIEF

Mr. John Needham is the new president of the National Tyre Distributors Association.

Brook Brothers (Hereford), Ltd. have become official distributors for Sunbeam cars and Rice trailers.

Over 100 guests attended the annual luncheon of the Council of the Society of Motor Manufacturers and Traders at the R.A.C., London, on July 21.

K. F. Ward, Ltd., automobile component manufacturers, have now removed their head office and works to 293, Sherlock St., Birmingham, 5. (Tel. Midland 7471.)

Dunlop Special Products, Ltd. have appointed Mr. Frank G. Delahoy technical sales representative for the southern area, based at Wembley, Middlesex, and Mr. John D. Banks technical sales representative for the northern area, based at Salford, Lancashire.

Austin service three-day visits will be made commencing on the following dates: August 22, J. Clayton and Sons, The Motor House, Rotherham, Yorkshire; August 25, G. Box, Ltd., Aldams Road, Dewsbury, Yorkshire; August 29, W. H. Atkinson and Co., 2 and 4, St. John's Road, Huddersfield; September 1, Cordingley and Sons, Lower Deardengate, Haslingden, Lancashire; September 5, Nicholas Smith's Garages, Ltd., Stirton, Skipton, Yorkshire; September 8, Ross Brothers, Ltd., Riverside, Ben Rhydding, Ilkley, Yorkshire; September 12, Alwoodley Motors, Ltd., Harrogate Road, Alwoodley, Leeds; September 15, J. Swales, Long Street, Thirsk, Yorkshire; and September 19, Robson's Garages, Ltd., Malton, Yorkshire.

The north-eastern branch of the Power Petroleum Co., Ltd., has moved to new offices at Bardon Chambers, Infirmary Street, Leeds (tel. 29366).

Pirelli, Ltd. are to spend more than £1,000,000 during the next three years on a development scheme which will double the size of their Burton-on-Trent works.

The twin carburettor, high compression and high ratio rear axle conversions of the Alexander Engineering Co., Ltd., of Haddenham, near Aylesbury, Buckinghamshire, can now be obtained on hire purchase terms for a number of cars. This applies not only to kits supplied for fitting by the purchaser, but also to conversions carried out in the works at Haddenham.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17151. 1931 Hillman 65 Wizard Saloon
"J.S.D."—All possible information and a handbook.

No. 17152. Lloyd 650 Roadster.
"D.B.H."—All possible information, and what snags to look for when purchasing secondhand. A handbook also needed.

No. 17153. Willys Jeep.
"H.A.B."—Details of performance, particularly fuel consumption.

No. 17154. 1931 Morris Minor.
"A.M."—Hints on maintenance and a handbook for side valve model.

No. 17155. 16 h.p., 21 h.p. or 28 h.p. Railton.
"J.G.N."—Details of performance and handling qualities, fuel consumption, finish of interior and photographs or illustrations.

No. 17156. Handbooks Required.
"F.J.D."—1937 Rover Ten.
"D.G.C."—1937-38 Hillman Minx.
"E.H."—1938 Rover Twelve.
"G.H.P."—1937 Standard Twelve.
"H.S."—1939 14-60 h.p. Wolseley.

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Four-door	1,107 19 4	1,570 14 11
Ace sports 2-seater ...	1,015 0 0	1,439 0 10
Aceca coupé	1,215 0 0	1,722 7 6
ALFA ROMEO		
Giulietta Sprint coupé	1,595 0 0	2,260 14 2
1900	1,850 0 0	2,621 19 2
1900 Super Sprint ...	2,500 0 0	3,542 15 10
ALLARD		
Palm Beach 4-cyl. 3-seater	720 0 0	1,021 2 6
6-cyl. 3-seater ...	750 0 0	1,061 12 6
2½-litre saloon ...	1,250 0 0	1,771 19 2
K3 3-seater	1,100 0 0	1,559 9 2
Monte Carlo	1,375 0 0	1,949 0 10
Safari estate car ...	1,375 0 0	1,949 0 10
ALVIS		
3-litre	1,285 0 0	1,821 10 10
Coupé...	1,360 0 0	1,927 15 10
ARMSTRONG SIDDELEY		
Sapphire (synchro-mesh box)	1,215 0 0	1,722 7 6
Sapphire (preselector)	1,285 0 0	1,821 10 10
Sapphire (automatic)	1,404 0 0	1,990 2 6
Sapphire limousine ...	1,910 0 0	2,706 19 2
ASTON MARTIN		
DB2-4	1,925 0 0	2,728 4 2
Drop-head coupé ...	2,025 0 0	2,869 17 6
DB3S competition ...	2,600 0 0	3,684 9 2
AUSTIN		
A.30 Seven 2-door ...	335 0 0	475 14 2
Four-door	355 0 0	504 0 10
Countryman	395 0 0	560 14 2
A.40 Cambridge 2-door	458 0 0	649 19 2
Four-door	468 0 0	664 2 6
A.50 four-door ...	478 0 0	678 5 10
A.90 Westminster ...	558 0 0	791 12 6
A.135 Princess ...	1,665 0 0	2,359 17 6
Limousine	1,715 0 0	2,430 14 2
Limousine, L.W.B. ...	2,000 0 0	2,834 9 2
Saloon, L.W.B. ...	2,000 0 0	2,834 9 2
BENTLEY		
Chassis	2,465 0 0	2,979 2 1
Series S saloon ...	3,295 0 0	4,669 0 10
Hooper saloon ...	4,715 0 0	6,680 14 2
Mulliner saloon ...	4,860 0 0	6,886 2 6
Continental chassis ...	2,510 0 0	3,033 9 7
Mulliner saloon ...	4,960 0 0	7,027 15 10
Park Ward saloon ..	4,670 0 0	6,616 19 2
Park Ward coupé ..	4,670 0 0	6,616 19 2
B.M.W.		
Type 501	1,400 0 0	1,984 9 2
Type 502	2,100 0 0	2,976 2 6
F.H. coupé	2,750 0 0	3,896 19 2
BORGWARD		
1500 Isabella ...	798 0 11	1,131 13 10
2400 sports saloon ...	1,287 16 9	1,825 11 3
Saloon (Hansamatic)...	1,380 1 8	1,956 4 10
2,400 Pullman ...	1,409 2 1	1,997 7 2
Pullman (Hansamatic)	1,501 7 0	2,123 0 9
BRISTOL		
Type 403	2,100 0 0	2,976 2 6
Type 404	2,350 0 0	3,330 5 10
Type 405	2,390 0 0	3,386 19 2
Type 405 D.H. coupé	2,450 0 0	3,471 19 2
BUICK		
Century 4-door ...	1,975 0 0	2,799 2 2
Super 4-door ...	2,025 0 0	2,869 18 10
CADILLAC		
Special 4-door ...	3,000 0 0	4,251 4 6
CHEVROLET		
Bel Air 4-door ...	1,275 0 0	1,807 7 6
Station wagon ...	1,465 0 0	2,076 10 10
CHRYSLER		
Windsor	—	—
New Yorker	—	—
CITROEN		
2 c.v.	398 0 0	564 19 2
Light 15	685 0 0	971 10 10
Big 15	740 0 0	1,049 9 2
Six	1,040 0 0	1,491 9 2
DAIMLER		
Conquest	1,066 0 0	1,511 5 10
Coupé...	1,225 0 0	1,736 10 10
Roadster	1,180 0 0	1,672 15 10
Hardtop roadster ...	1,235 0 0	1,750 14 2
Century	1,172 0 0	1,661 9 2
3½-litre Regency ...	1,640 0 0	2,324 9 0
Sportsman's saloon ...	1,870 0 0	2,650 5 10
4½-litre Regency ...	1,960 0 0	2,777 15 10
Sportsman's saloon ...	2,190 0 0	3,103 12 6
Regina Hooper limousine	4,385 0 0	6,213 4 2
DELLOW		
Mark IIB Two seater...	448 0 0	635 15 10
Mark IIC	477 0 0	676 17 6
Mark V Lightweight 2-seater	542 0 0	768 19 0
D.K.W.		
Sonderklasse	597 0 0	864 17 6
Coupé...	632 0 0	896 9 2
Cabriolet 2-seater ...	925 0 0	1,311 10 10
Cabriolet 4-seater ...	785 0 0	1,113 4 2
Station wagon ...	688 0 0	975 15 10

(Continued on next page)

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1955 FORD Popular saloon, 1,588 miles £465
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13/14 UPPER ST. MARTINS LANE W.C.2
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CARS FOR THE CONNOISSEUR

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1955 (June) MERCEDES BENZ 300 S.L., radio and special Michelin X tyres, cost when new £4,550..... £4,150
1952 BENTLEY Mark VI standard steel saloon, 27,000 miles, faultlessly maintained £2,750
1950 (Oct.) BENTLEY Mark VI standard steel saloon, maintained by one careful owner..... £1,950
1954 ASTON MARTIN DB-2/4 saloon, genuine 14,000 miles only £1,995
1953 ASTON MARTIN DB-2 d/h coupe, 25,000 miles, immaculate..... £1,750
1955 (May) JAGUAR SK.140 d/h coupe, 1,500 miles..... £1,575
1955 M.G. Magnette under 3,000 miles, as new £935
1951 (Nov.) DAIMLER Special sports coupe, genuine 22,000 miles, immaculate condition throughout £1,185
1950 DAIMLER Consort saloon, replacement engine, radio.. £695
1952 (Sept.) ARMSTRONG SIDDELEY Whitley saloon, one owner, radio £875
1952 HUMBER Super Snipe, radio and heater, 22,000 miles only £565
1950 SUNBEAM-TALBOT 90 saloon, radio and heater, most attractive condition £550

All the above cars are carefully selected examples, have been passed through our Works, and carry a three months' written guarantee.

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Offer the following cars:

ROLLS-ROYCE Silver Wraith 1953 H. J. Mulliner Touring Limousine. Dark green/grey hide. One owner. 11,000 miles. **£5,250.**
ROLLS-ROYCE Silver Wraith 1951 H. J. Mulliner Touring Limousine. Blue/grey leather. **£4,250.**
ROLLS-ROYCE Silver Dawn 1953 Standard Saloon. Two shades of grey/red hide. Loose covers. **£3,850.**
ROLLS-ROYCE 25/30 1939 Barker 4-door Saloon. Black and green/dark green leather. **£850.**
ROLLS-ROYCE 20/25 Hooper Sports Saloon. with division. Black. **£595.**
BENTLEY 1954 4½-litre Standard Saloon. Black/brown hide. Automatic. One owner. **£3,975.**
BENTLEY 1953 4½-litre Scandard Saloon. Lugano blue/blue leather. One owner. **£3,500.**
DAIMLER Conquest 1954 Saloon. Green/green hide. One owner. 4,400 miles. **£1,150.**
FORD Prefect 1954 4-door Saloon. Light blue/grey vynide. One owner. 7,500 miles. **£625.**
M.G. "Magnette" 1954 Saloon. Black/maroon hide. One owner. **£795.**
ROVER "90" 1954 Saloon. Black/red hide. Radio. One owner. **£1,150.**
STANDARD Vanguard Phase I 1953 Saloon. Pastel blue/blue leather. Heater. One owner. **£575.**

NEW CARS:—
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ROLLS-ROYCE "Silver Dawn" with special Freestone & Webb Saloon coachwork. **ARMSTRONG SIDDELEY** Automatic "Sapphire" 6-light Saloon. **FORD** Zephyr Convertible, and Humber Snipe Saloon.

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LANCIA Gran Turismo Sports saloon and the fabulous new Spyder 2-seater Sports. £2,997 inclusive. Performance unsurpassed in 2½ litre class. Superb coachwork specially designed and built by Pinin Farina exclusively for Lancia. LANCIA Aurelia Series II 4-door full 5-seater pillarless saloon. £2,196 inclusive.
The world's finest suspension, steering, road-holding. Immediate or early delivery.

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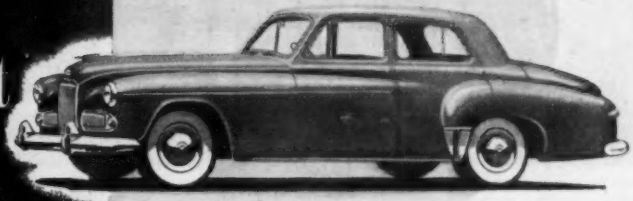
NEW CAR PRICES . . . . . continued

	British List Price £ s d	British Total Price £ s d
FAIRTHORPE		
Atom Mark I ...	259 17 0	369 4 11
Mark 2	274 17 0	390 9 11
Mark 3	315 14 0	448 7 4
FIAT		
600	412 10 0	585 10 0
Station wagon ...	478 10 0	679 0 0
1100	563 10 0	799 8 2
1100TV	750 0 0	1,063 12 6
1400A	774 0 0	1,097 12 6
1900A	980 0 0	1,389 9 2
Full-light saloon ...	1,385 0 0	1,963 4 2
FORD (Britain)		
Popular	275 0 0	390 14 2
Anglia	360 0 0	511 2 6
Prefect	395 0 0	560 14 2
Consul	470 0 0	666 19 2
" Convertible ...	570 0 0	808 12 6
Zephyr Six	532 0 0	754 15 10
" Convertible...	677 0 0	960 4 4
" Zodiac ...	600 0 0	851 2 6
FORD (Canada)		
Customline	1,249 0 0	1,770 10 10
Country Sedan ...	1,438 0 0	2,038 5 10
FORD (U.S.A.)		
Thunderbird	1,639 0 0	2,323 0 10
FRAZER NASH		
Mark II 2-seater ...	2,250 0 0	3,188 12 6
Targa Florio Gran Sport	2,250 0 0	3,188 12 6
Le Mans coupé ...	2,250 0 0	3,188 12 6
Sebring 2-seater ...	2,500 0 0	3,542 15 10
Fast Roadster ...	1,650 0 0	2,338 12 6
HEALEY		
Austin-Healey 100 2-seater	750 0 0	1,063 12 6
100S	1,125 0 0	Export only
HILLMAN		
Minx Special	458 0 0	649 19 2
Estate Car	540 0 0	766 2 6
Minx de luxe ...	480 0 0	681 2 6
Convertible	520 0 0	737 15 10
Californian	520 0 0	737 15 10
Husky	398 0 0	564 19 2
H.R.G.		
1½-litre 2-seater ...	895 0 0	1,269 0 10
HUDSON		
Rambler	1,400 0 0	1,984 9 2
Wasp	1,825 0 0	2,586 10 10
Hornet	1,960 0 0	2,777 15 10
HUMBER		
Hawk Mark VI ...	695 0 0	985 14 2
Touring Limousine ...	775 0 0	1,099 0 10
Super Snipe Mark IV	985 0 0	1,396 10 10
Touring limousine ...	1,065 0 0	1,509 17 6
JAGUAR		
Mark VII	1,140 0 0	1,616 2 6
XK 140 2-seater ...	1,127 10 0	1,598 8 4
D.H. coupé	1,160 0 0	1,644 9 2
F.H. coupé	1,140 0 0	1,616 2 6
D-type 2-seater ...	2,585 0 0	3,663 4 2
JENSEN		
Interceptor	1,700 0 0	2,409 9 2
Model 541	1,285 0 0	1,821 10 5
KAISER		
Special 4-door ...	—	2,250 0 0
Manhattan 4-door ...	—	2,460 0 0
KIEFT		
Sports 2-seater ...	1,100 0 0	1,559 9 2
LAGONDA		
Two-door	2,260 0 0	3,202 15 10
Four-door	2,400 0 0	3,401 2 6
D.H. coupé	2,400 0 0	3,401 2 6
LANCHESTER		
Sprite	760 0 0	1,077 15 10
LANCIA		
Appia	1,250 0 0	1,771 19 2
Aurelia, Series II ...	1,500 0 0	2,196 19 2
Gran Turismo Coupé	2,115 0 0	2,997 7 6
Gran Turismo Spyder	2,115 0 0	2,997 7 6
LEA-FRANCIS		
Fourteen	1,130 0 0	1,601 19 2
Estate car	1,130 0 0	1,601 19 2
Eighteen	1,380 0 0	1,956 2 6
2½-litre Sports ...	1,240 0 0	1,757 15 10
LINCOLN		
Capri Fordor ...	2,073 0 0	2,937 17 6
MERCEDES-BENZ		
180	1,195 0 0	1,694 0 10
180D (diesel)... ...	1,260 0 0	1,786 2 6
190SL	1,900 0 0	2,692 15 10
220a	1,498 0 0	2,123 5 10
300b	2,329 0 0	3,300 10 10
300S	3,902 0 0	5,528 19 2
300SL	3,100 0 0	4,392 15 10
MERCURY		
Monteclair	1,624 0 0	2,301 15 10
M.G.		
TF Midget 2-seater ...	555 0 0	780 5 10
Magnette	645 0 0	914 17 6
MORGAN		
Two-seater (TR2) ...	595 0 0	844 0 10
Two-seater (Vanguard)	550 0 0	787 7 6
Four-seater	580 0 0	822 15 10
Coupé, 2-seater ...	610 0 0	865 5 10
Coupé, 4-seater ...	620 0 0	879 9 2

	British List Price £ s d	British Total Price £ s d
MORRIS		
Minor tourer... ...	373 0 0	529 10 10
Two-door	373 0 0	529 10 10
Four-door	395 0 0	560 14 2
Minor Traveller ...	422 10 0	599 13 4
Cowley	495 0 0	702 7 6
Oxford	525 0 0	744 17 6
Oxford Traveller ...	580 0 0	822 15 10
Isis	565 0 0	801 10 10
Isis Traveller	675 0 0	957 7 6
NASH		
Rambler	1,450 0 0	2,054 13 7
Station wagon ...	1,490 0 0	2,111 14 2
OLDSMOBILE		
Series 88 Super ...	1,640 0 0	2,324 9 2
Series 98 de luxe ...	1,985 0 0	2,813 4 2
Starfire coupé ...	2,080 0 0	2,947 15 10
PACKARD		
Clipper	1,640 0 0	2,324 9 2
Patrician	2,266 0 0	3,211 5 10
PANHARD		
Junior sports... ...	771 6 0	1,100 0 0
Dyna de luxe saloon...	701 0 0	995 0 0
PARAMOUNT		
Ten tourer	625 0 0	886 10 10
1½-litre coupé ...	675 0 0	957 3 4
PEUGEOT		
Type 203	633 15 11	899 0 0
Type 403	796 2 11	1,129 0 0
Station wagon ...	732 12 4	1,039 0 0
PONTIAC		
Four-door	—	2,050 0 0
Convertible	—	3,200 0 0
PORSCHE		
Type 356 coupé ...	1,260 0 0	1,786 2 6
Cabriolet	1,380 0 0	1,956 2 6
Super coupé ...	1,380 0 0	1,956 2 6
Super cabriolet ...	1,500 0 0	2,216 2 6
Type 550 Spyder ...	2,715 0 0	3,847 7 6
RENAULT		
750 fixed-head ...	422 10 0	599 13 4
Convertible	550 0 0	780 5 10
R1063	790 0 0	1,148 12 6
2-litre Frégate ...	829 0 0	1,175 10 10
RILEY		
1½-litre	800 0 0	1,134 9 2
2½-litre Pathfinder ...	875 0 0	1,240 14 2
ROLLS-ROYCE		
Silver Cloud chassis	2,555 0 0	3,087 17 1
Saloon...	3,385 0 0	4,796 10 1
Hooper saloon ...	4,805 0 0	6,808 4 2
Mulliner saloon ...	4,950 0 0	7,013 12 6
Silver Wraith chassis	2,445 0 0	3,464 17 6
Park Ward saloon	4,695 0 0	6,652 7 6
Mulliner limousine	4,895 0 0	6,935 14 2
Hooper limousine...	4,895 0 0	6,864 17 6
Freestone and Webb limousine ...	4,940 0 0	6,999 9 2
James Young saloon	4,970 0 0	7,041 19 2
ROVER		
60	820 0 0	1,162 15 10
75	895 0 0	1,269 0 10
90	915 0 0	1,297 7 6
SIMCA		
Aronde	599 0 0	849 14 2
SINGER		
S.M. roadster ...	510 0 0	723 12 6
Hunter	687 10 0	975 1 8
SKODA		
1200	630 0 0	893 12 6
Station wagon ...	700 0 0	992 15 10
STANDARD		
Eight family saloon ...	359 0 0	509 14 2
Ten	409 0 0	580 10 10
" Estate car ...	460 0 0	625 15 10
Vanguard	555 0 0	787 7 6
" Estate car...	633 0 0	897 17 6
STUDEBAKER		
Champion	1,209 0 0	1,714 0 6
Commander	1,277 0 0	1,810 7 2
President	1,484 0 0	2,104 6 6
SUNBEAM		
Mark III	795 0 0	1,127 7 6
Convertible	845 0 0	1,198 4 2
Alpine 2-seater (with overdrive)	855 0 0	1,212 7 6
SWALLOW DORETTI		
Mark I 2-seater ...	777 0 0	1,101 17 6
TRIUMPH		
TR2 2-seater	625 0 0	886 10 10
TR2 Hard top ...	670 0 0	950 5 10
Renown	776 0 0	1,099 0 10
VAUXHALL		
Wyvern	495 0 0	702 7 6
Velox	535 0 0	759 0 10
Cresta...	595 0 0	844 0 10
VOLKSWAGEN		
Saloon...	422 10 0	599 13 4
De Luxe	486 0 0	689 12 6
WILLYS		
Custom	1,196 0 0	1,695 9 2
Bermuda	1,269 0 0	1,793 17 6
WOLSELEY		
Four-Fortyfour ...	595 0 0	844 0 10
Six-Ninety	750 0 0	1,063 12 6

A car in the Bond Street tradition - *your guarantee*



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HUMBER SUPER SNIPE
£985 plus p.t. £411.10.10
also Touring Limousine (with sliding partition)
£1,065 plus p.t. £444.17.6
White-wall tyres available as an extra

We also offer an extensive selection of high grade Used Cars for your inspection

1953 **HUMBER** Super Snipe Mk. IV saloon. Alpine mist with red upholstery. Fitted radio and heater..... £795

1954 (Oct.) **FORD** Zephyr Zodiac saloon. Black with fawn and grey upholstery. Fitted heater. 6,000 miles..... £775

1954 (Series) **ROVER** "90" saloon. Green with green upholstery. Fitted heater. 12,000 miles..... £1,275

1954 **AUSTIN** A.70 saloon, black, brown upholstery, heater, 7,000 miles..... £695

1953 **VAUXHALL** Velox saloon. Green with green upholstery. Fitted radio and heater. 12,000 miles..... £695

1954 **ROVER** "60" saloon. Grey with grey upholstery. Fitted heater. 5,000 miles £1,175

1954 (Oct.) **SUNBEAM** Mark III, convertible coupe, overdrive, green, light green upholstery, radio and heater, 9,000 miles £1,225

1954 **SUNBEAM-TALBOT** "90" Mk. IIA saloon. Gun-grey with red upholstery. 11,000 miles..... £1,045
Also in sapphire blue. Similar mileage.

1954 (Oct.) **SUNBEAM** Alpine Roadster, overdrive, red with fawn upholstery. Radio and heater. 9,000 miles..... £1,095

1954 **HUMBER** Hawk Mk. VI (overdrive) saloon. Desert sand with red upholstery. 4,000 miles..... £975

1954 **HUMBER** Hawk Mk. V saloon. Black with red upholstery. Fitted heater. 14,000 miles..... £745

1953 **HUMBER** Hawk Mk. V saloon. Black with red upholstery. Fitted heater. 17,000 miles..... £725

1953 **WOLSELEY** 4/44 saloon, green, green upholstery, 17,000 miles..... £695

1954 **HILLMAN** Minx Mk. VII coupe. Green with dark fawn upholstery. 11,000 miles £695

1954 **HILLMAN** Minx Mk. VII saloon. Black with brown upholstery. 7,000 miles £655

1953 **HILLMAN** Minx Mark IV saloon, black, red upholstery, heater, 17,000 miles £575

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Weighing about 35 lbs . . .
. . . revolving at around 500 R.P.M . . .
. . . at 50 miles an hour,

your wheels should OBVIOUSLY be balanced

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CAR COVER & Motor Cycle Cover

BRAND NEW BUY DIRECT **13/3**

Best P.V.C. 100% waterproof, silver, non-scratch eyelets. Acid proof. Welded seams. Despatch by return. 8 × 6ft. 12/3, 12 × 8ft. 24/6, 14 × 10ft. 39/6, 16 × 12ft. 51/-, 18 × 12ft. 55/9, 20 × 14ft. 78/-. P. & P. 2/6. C.O.D. 1/3 ex. Money Back Guarantee.

CAR CARPET. HEAVY PILE Rubber Backed. 40in. wide. Maroon, Brown, Green and Blue. 28/6 yard (8d. per yd. P. & P.). Can be cut to any shape, no binding needed.

HEAD CLOTH for roof lining, fawn and grey. Best Quality, 36in. wide, 10/6 yd. (6d. per yd. P. & P.).

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PLASTIC WING PIPING. 1½ × ¼in. Black. 11d. per yard. (P. & P. 2d. per yard.)

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LATEX FOAM CUSHION, 14 × 13 × 1½in., 7/9 (P. & P. 9d.). 18 × 15 × 1½in. 11/9 (P. & P. 1/-). "D" SHAPED CUSHION, 15 × 14 × 2in., 16/9 (1/- P. & P.).

BLACK ROOF TOPPING, 52in. wide, 11/6 yd. (6d. yd. P. & P.).

HOODING. Double Texture Black Wigan, 72in. wide, 19/6 per yd. (P. & P. 6d. per yd.).

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4ft. diameter, 9in. deep. Easily inflated. Gaily coloured. Room for 4 children.

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Heavy chrome on brass. Fit all models. 14/- per pair. (P. & P. 9d.)

LUGGAGE CARRIER COVER

Extra heavyweight P.V.C., 100% Waterproof, eyeletted, 6ft. x 6ft., 22/6. P. & P. 2/-.

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BATTERIES

Come from **LESTON'S**
(FORMERLY AERO-SPARES CO.)
England's Largest Accessory Store

IN STRONG RUGGED PLAIN CASES ONLY FROM **45/6**

NO SACRIFICE of INTERNAL QUALITY to provide 'FANCY' or ORNAMENTAL EXTERIORS-BRAND NEW-GUARANTEED - FULL CAPACITY - FULLY PLATED

AUSTIN 7, STANDARD 8 (Type A, 6v.)	45/6
VAUXHALL 10, HILLMAN MINX (Type B 6 v.)	50/-
FORD 8 (Type G, 6 v.)	56/-
FORD 10 (Type D, 6 v.)	70/-
AUSTIN A40 (Type W, 12 v.)	86/-
HILLMAN MINX (Type K 12 v.)	90/-
STANDARD or ROVER 14 (Type K, 12 v.)	90/-
HUMBER 14 (Type X, 12 v.)	90/-

Uncharged and sealed. Delivery—LONDON AREA FREE. Rest of Country 6 v. 7/6, 12 v. 10/-. Charged batteries available only to personal shoppers. 6v. 4/6, 12 v. 7/6 extra.

BATTERY CHARGERS

2 amp. heavy duty model. 200-250 v. 6 or 12 v. output. Westinghouse Contact Cooled Rectifier. This Charger automatically drops to tick-over when battery is fully charged. **63/-** P.&P. 2/-

Heavy Weight Folding **FOOT PUMPS** P.&P. 2/-

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WILL INFLATE UP TO 100lb. PER SQ. IN.

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- **Sealed Beam Unit.**
- **Easy fitting to bumper, apron over-rider or wing.**
- **Both models are 2¼in. deep only (5¾in. diameter).**
- **All Chrome, £3 8 0 each, complete.**

You see them everywhere . . . . the evidence of your own eyes is more convincing than anything we can say about NOTEK Lamps !

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Issued in the interests of Safer Motoring by

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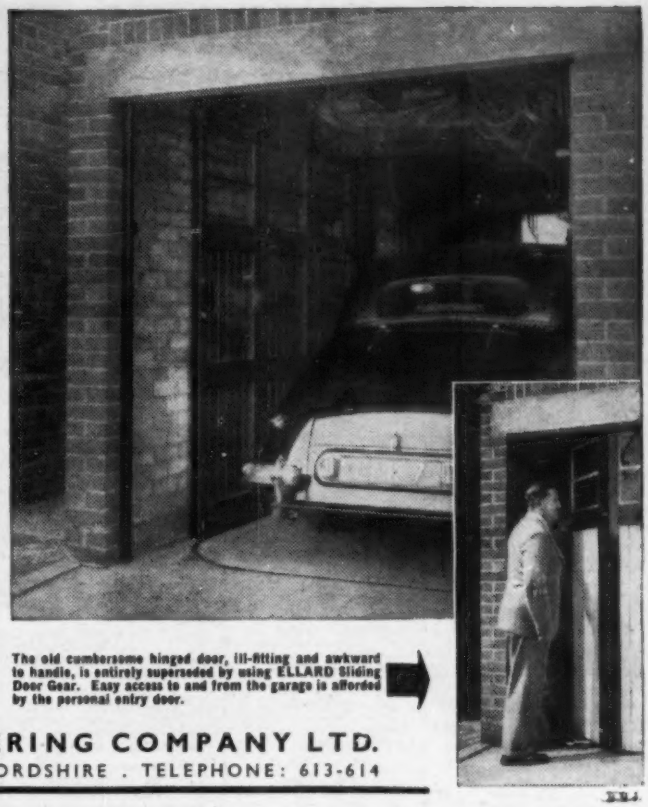
SERIES 125 'FARLITE' LONG-RANGE HEADLAMP

ELLARD

SLIDING DOORS FOR EASE AND SPEED!

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

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The most neglected part of your car . . .

Several of the best cars have for years been fitted with WEFCO Spring Gaiters as standard equipment. Why ? The Springs are an important and vital part of any car and yet they are so neglected. They are exposed to the elements, to the filth of the roads, that is if they are not protected by the

WEFCO SPRING GAITERS

During the 36 years WEFCO have been on the market, hundreds of thousands have been manufactured for customers who have been more than satisfied.

Send for full particulars from sole manufacturers.

WILCOT (PARENT) CO. LTD., FISHPONDS, BRISTOL.

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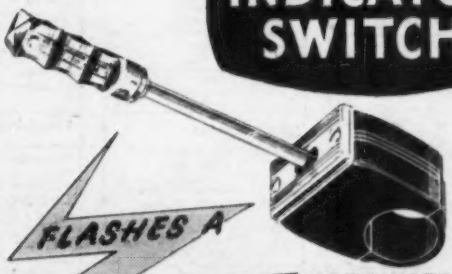

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ILLUMINATED RED CONTROL LEVER

No. 1137S
For Steering Column mounting with Extension Handle giving finger tip control. As illustrated **18/6**

No. 1137
Dashboard fitting ... **12/6**

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THE RUNWAY, SOUTH RUISLIP, MIDDLESEX

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£585	1950	**AUSTIN** Sheerline sal., r. & h.	£195
£585	1952	**AUSTIN** A.90 Atlantic sal., r. & h.	£195
£540	1953	**AUSTIN** A.40, 1 own., heater	£180
£525	1953	**AUSTIN** A.70, heater, washers	£175
£396	1948	**AUSTIN** 16, r. & h., 1 own.	£132
£390	1949	**AUSTIN** 16, r. & h., 1 own.	£130
£360	1946	**AUSTIN** 8 sal., attractive con.	£120
£495	1952	**MORRIS** Minor, beautiful cond.	£165
£390	1948	**MORRIS** 8, 4 door, Series "E," as new	£130
£325	1946	**MORRIS** 8 Series "E" sal.	£110
£325	1950	**MORRIS** 10 cwt. van, recond.	£110
£795	1956	**STANDARD** Vanguard, r. & h., o/dve. 6,000 m.	£265
£585	1953	**STANDARD** Vanguard, r. & h., immaculate	£195
£585	1951	**TRIUMPH** Renown, r. & h., etc.	£195
£420	1949	**TRIUMPH** Renown, opportunity	£140
£525	1952	**TRIUMPH** Mayflower, heater, 1 own.	£175
£480	1953	**TRIUMPH** Mayflower, htr., 1 own.	£160
£625	1955	**HILLMAN** Husky, choice of two, low mileage	£210
£585	1953	**HILLMAN** Minx Anniversary mod., 1 owner	£195
£480	1951	**HILLMAN** Minx, heater, etc.	£160
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£495	1948	**ROVER** 75 sal., fitted htr., new tyres	£165
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£390	1948	**VAUXHALL** 14 "J" type sal., htr.	£130
£390	1946	**VAUXHALL** 10 sal., reuphol.	£130
£1,080	1953	**JAGUAR** Mark VII, htr., 1 owner.	£360
£585	1950	**ALVIS** 14 sal., htr., recell.	£195
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1954 **Minx** Mark 6 saloon. Claret/brown hide. 11,000 miles £645

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1935 **Oxford** saloon. Blue/red. Radio. Three owners. 26,000 miles. Taxed £585

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1954 **Wyvern** saloon. Black/brown. Heater. Taxed. 16,000 miles £650

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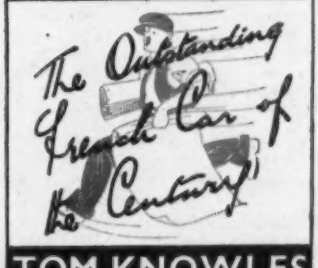

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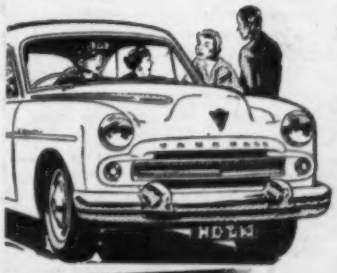

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1955 **Ford** Anglia.		
1955 **Ford** Prefect (choice of 3).		
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1954 **Ford** Consul	£225	£675
1954 **Ford** Consul	£215	£645
1954 **Ford** Popular	£132	£395
1954 **Jaguar** Mk. VII saloon	£350	£1,075
1954 (Sept.) **Standard** 8	£158	£475
1953 **Austin** A40 Somerset Convertible	£198	£595
1953 **Ford** Anglia (choice 15), from	£122	£365
1953 **Hillman** Minx Mk. VI Anniversary	£188	£565
1953 **Morris** Minor	£165	£495
1953 **Morris** Minor	£158	£475
1952 Model **Austin** A40 saloon	£165	£495
1952 **Austin** A40 Somerset	£182	£545
1952 **Austin** A90 Atlantic	£232	£695
1952 **Morris** Minor	£155	£465
1952 **Sunbeam-Talbot** "90" sports saloon	£208	£625
1952 Model **Wolseley** 6/80	£162	£485
1951 **Austin** A40 saloon	£158	£475
1951 **Ford** Prefect	£125	£375
1951 **Triumph** Renown	£165	£495
1951 **Wolseley** 4/50	£175	£525
1950 **Ford** Prefect	£122	£365
1950 **Morris** Oxford	£125	£375
1950 **Sunbeam-Talbot** "90"	£188	£565
1949 **Austin** A40 saloon	£162	£485
1949 **M.G.** 1½ litre saloon	£165	£495
1949 **Riley** 2½ litre black saloon	£155	£465

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MORRIS Oxford, Oct. '53, 19,000 m., rad., htr, 1 own. Morris House, Portsmouth. Tel. 2226/7 ..... £605

M.G. 1½ ltr. sal., '50, black/green htbr, excel. cond. Wadham Warranty. Morris House, Southampton. Tel 22991 ..... £585

RILEY 1½ ltr., '53, black/red htbr, rad., htr., 18,000 m., 1 own., quite perfect cond. Southgate, Chichester. Tel. 2282 ..... £875

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1947	**AUSTIN** 16, a fine example	£345
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1953	**FORD** Consul, black, superb	£592
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Dep. £20 and 36 mthly hiring rentals inc. tax and ins.	£20 0 0
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Deposit £20 and 36 mthly hiring rentals inc. tax and ins.	£26 15 0
1953 FORD Anglia 8 h.p.	£385 0 0
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1952 FORD Consul	£505 0 0
Dep. £20 and 36 mthly hiring rentals inc. tax and ins.	£24 0 0
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1946 STANDARD Utility	£195 0 0
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1952 MORRIS Oxford, heater, grey.
1950 ROVER P.4, heater, black.
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1934 ROLLS-ROYCE 25 h.p. Sports saloon, black	£425
1934 ROLLS-ROYCE 25 h.p. saloon. Immaculate	£450
1953 JAGUAR Mk. VII, duo green, radio. Immaculate	£925
1953 HUMBER Super Snipe, radio, heater. As new	£775
1953 HILLMAN Estate car, radio, heater. As new	£625
1929 BENTLEY 4½ Tourer, engine recently overhauled	£225
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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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£625.—1951 A.C. 2-litre saloon, dual pastel green.

£645.—1951 A.C. 2-litre saloon, dual pastel blues.

ONE new A.C. 2-litre saloon in dual maroon/mushroom shades at list price for immediate delivery; written guarantee.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe, E. Bournemouth. Southbourne 43344. [C4024

£135.—1934 A.C. 16 drop head coupe, engineer owned, an ideal car for the enthusiast.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4069

ACE, 1955; works mileage, registered only weeks, change of plans, genuine reason for resale, full particulars at Rudds, A.C. Distributors, adjacent Central Station, Worthing 7773-4; terms, exchanges. [8519

ROSE & YOUNG, Ltd., offer 1954 A.C. Ace 2-seater, low mileage, one owner, immaculate condition, green; £985.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

A.C. 4-door saloon, July, 1955, black with beige upholstery, speedo reading 8,000, fitted radio and heater, absolutely unmarked and immaculate, can only be described as being as nearly new as a second-hand car can be, taxed to Dec.; any trial or examination welcomed; will accept £895 which is practically half original cost.—Barton, 36, Craigwell Rd., Prestwich, Manchester. Tel. Cheetham Hill 3515. [9001

A.C. Cars Wanted

ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash prices for good A.C. cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ALFA-ROMEO

J. H. BARTLETT.—Alfa-Romeo 2.5 short chassis Superleggera, 2-seater streamlined coupe, recorded mileage 38,000 kilometres, one private owner; Alfa-Romeo February 1949, 2.5 3-carburettor sports chassis, superb Farina drop head coupe, finished in grey with red leather upholstery, radio, heater, bodywork unmarked, £875; Alfa-Romeo 1750 supercharged original Zagato 2-seater, super specimen, £450; also 1½-litre supercharged 2-seater, probably best example available to-day, £395; exchanges and deferred terms.—27, Pembridge Villas, W.11. Bay. 0523. [C1015

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1950 P1 saloon, heater, black, very smart, engine just overhauled; £415.

1949 drop head foursome, several extras, good tyres, really good example; £295.

35, Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045

1950 Allard saloon, fawn, Undersealed, one careful owner, in spotless condition; £475.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTEL GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

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ALLARD

FACTORY serviced used Allard cars are your wisest buy.

1951 chauffeur-kept P1 saloon, one owner, showroom condition; £495.

IMMACULATE 1949 L-type 4-seater tourer, recent respray and new vynide leather hood; £550.

SEVERAL P1 saloons, from £420/£465.

ADLARDS MOTORS, Ltd., Allard main distributors, 43, Acre Lane, Brixton, London, S.W.2. Brixton 6431. [0912/R

G & M ALFREDS (1936), Ltd.—Allard registered March 1953, saloon, heater, radio, etc., above average.—6-7, Warren St., W.1. Euston 3268.

M-TYPE Allard drop head coupe, new gear box, special hood, black and red, far above average, owner emigrating, must sell, so offers around £285; terms possibly arranged.—Box 5880. [8966

£485!!!—1951-2 Allard sports saloon, this vehicle is magnificent, recently fitted replacement engine, whole vehicle beautifully maintained and undoubtedly specimen condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C3052

£345!!!—Allard 4-seater sports tourer 1949/50, type 61.L, finished in most attractive metallic silver with maroon hide interior, excellent appearance and in distinctly outstanding mechanical order, extremely fast and a delightful car to drive; choice of 5 other Allards, including two 1949 drop heads, two 1952 P.1 saloons and a 1950 two-seater super sports.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloane 5424.

GOOD Allard required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000

ALVIS

GATEHOUSE offer:—

1951 (May) Alvis 3-litre saloon, two owners, immaculate condition throughout, heater, radio; £775.

1950 Alvis 14/75, green, one owner, absolutely first-class condition, heater, 15,000 miles only; £650.

1938 Alvis 12/70, black, in good condition throughout; £295.

1936 Alvis Firebird, 14hp, in excellent condition; £195.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1951 Alvis 3-litre saloon, black, heater, perfect condition; £775.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3060

ARTHUR MULLINER, Ltd., offer:—

1954 Alvis 3-litre sports saloon, dark green with tan leather upholstery, fitted heater and screensprays, carefully maintained and in first-class condition throughout, four months' guarantee; may we quote for your present car in part exchange?—Bridge St., Northampton. Tel. 907. [8952

CHIPSTEAD MOTORS, Ltd., offer:—

1953 (June) Alvis 3-litre Tickford drop head, black, red, works maintained, one owner, immaculate.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

GORDON CARS (LONDON), Ltd., offer:—

1953 Alvis 3-litre saloon, grey, in beautiful condition; £1,155.

1950 mdl. Alvis 14hp saloon, black, one owner; £650.—375, Euston Rd., N.W.1. Ete. 6611. [C2025

SPEED 20 tourer 1934, in very good condition; £150 o.n.o.—30, Barnett Wood Lane, Ashstead. Tel. Ashstead 2804. [8908

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BROOKLANDS: Alvis London distributors.

1955 models available, demonstration.

1954 Alvis T.C.21/100 saloon.

1953 Alvis 3-litre saloon, radio.

1952 Alvis 3-litre d.h. coupe, twin carbs., etc.

GUARANTEE. Cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

1952 (1951 registered) Alvis 3-litre drop head coupe; £950.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090

1955 series (reg. Oct., '54) T.C. 21/100 saloon, all extras, 6,250 miles, as new.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18. Rus. 2874-5. [6728

1949 Alvis 14 sports saloon, black with red leather, fitted heater, one owner, superiod condition; £525.

1949 Alvis foursome coupe, radio, black, red leather; £535.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

445 gns.—Alvis 14, October 1948, d.h. coupe, leather, heater, excellent condition; terms, exchanges. —Rowland Smith, below.

275 gns.—Alvis 12/70 1940 d.h. coupe, grey, grey leather, Ace discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1935 Alvis Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

£525.—1938 Alvis 14 saloon, excellent order throughout; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1949 Alvis T.A.14 saloon, unmarked, engine just overhauled, guaranteed; £525.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053

£565.—Alvis 1½-litre 1949-50 convertible, magnificent condition, 3-position top, winding windows, large boot, host extras; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 Alvis Speed 25 4-door drop head saloon, faultless runner; £295, or £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 (Nov.) 14hp 4-seater d/h coupe, very unusual and attractive body; £475; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [8949

£525!!! September 1948 Alvis 14hp sports saloon, in distinctly immaculate condition throughout, one of the very best of this series we have ever handled, both bodily and mechanically.

£245!!! 1937 Alvis Speed 25 Charlesworth four-light sports saloon, one owner 12 years, history and bills for overhauls and replacements available.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1937 Alvis Speed 25 black 2-door saloon, heater, good condition, taxed; £195.—Tomlin, Crantock, Lord Romney Hill, Ashford Rd., Bearsted, Kent. Tel. Maidstone 87187. [8994

1948 Alvis 14 sports saloon, exceptional; £475.; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

1954 (June) Alvis T.C. 21/100 Grey Lady saloon, grey, red leather, 5,406 miles, radio, heater, Ace Rimbellishers, screen washers, spot lights, one very careful owner, whole car like new; £1,475; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [8937

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

XXX Excellent cash prices for good Alvis cars. —H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

GATEHOUSE MOTORS require 12/70 coupes and saloons, also 14/57.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444.

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams Alvis, Coventry. [80591/R

CHARLES FOLLETT, Ltd., Alvis Specialists.

SHOWROOMS: 19, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0691/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2784-5. [0653/R

Alvis Spares and Service

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4060), and 176, Deansgate, Manchester (Deansgate 4507). [0738/R

AMERICAN CARS

SIMPSON'S offer:—

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

1955 new Pontiac Chieftain, V8, r.h.d., 4-door saloon, castle grey over raven black.

1955 new Oldsmobile 88 coupe, fitted with extras.

1954 Chevrolet Bel Air 2-door, heater, directional signals, all extras.

1954 De Soto V8, Powerflite transmission, power brakes and steering, all extras.

1953 Ford Customline 4-door saloon, fitted all extras.

1951 Ford Customs de luxe 2-door, many other extras.

1951 Packard, radio, heater, window washers, all extras.

1950 Oldsmobile V8, hydramatic drive, radio, seat covers, many extras.

1949 Oldsmobile 88, radio and heater, hydramatic drive, signals, seat covers.

1949 Buick Super, Dynaflow, radio and heater, signals, seat covers, all other extras.

1948 Oldsmobile 6-cyl., radio and heater, very clean.

1947 Lincoln Continental, radio and heater, electric windows and seats, all other extras.

AMERICAN, Continental and English cars taken in part exchange.

SIMPSON'S CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1951 Oldsmobile Rocket 88 saloon.

1948 Buick convertible, power operated hood, sound order throughout; £575.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

HARRY DAVIES CAR SALES offer:—

£875.—1951 Nash (Rambler) convertible, completely styled to director's choice, new hood, new white walls, restyled interior, must be seen to be appreciated, smaller than average American car, very economical; only £292 down.

1939 Buick saloon straight 8, immac. condition; £225; terms arranged.—Harry Davies Car Sales, 359, High Rd., Willesden, N.W.10. Willesden 7172. [8911

WOOD & LAMBERT, Ltd., main dealers.

NEW Ford Canadian Customline saloons (r.h.d.), with or without Fordamatic drive; immediate delivery.

49 Stamford Hill, N.16. (Sta. 3434.) [8959

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1951 Buick Dynaflow 4-door de luxe saloon, black and stainless steel, radio, heater, automatic gear box, nylon covers, etc., exceptionally well maintained.

1950 Chevrolet Styleline torpedo-bodied saloon, r.h.d., finished in metallic blue and chrome with fawn broadcloth interior, fitted radio, heater, white side wall tyres, swivel spot lamp and many other extras; a must magnificent vehicle.

TERMS and exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4086

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars, in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4856. [C4028

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6681. [W4056

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1954 (March) Armstrong Siddeley Sapphire saloon, black and Langham grey, beige upholstery, twin carburettors, synchromesh gear box, an excellently maintained car; £1,525.; one week's free trial guaranteed; deferred terms available.—164-168, Gt. Portland St., W.1. Museum 1001. [C3039

1950 (1951 model) Armstrong Siddeley Whitley saloon, colour beige; £525.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121. [C3038

ARMSTRONG SIDDELEY

A

A

ARNES OF ALBEMARLE ST. offer:—

1953 Sapphire, preselectric gear box, 2-tone grey, red upholstery, one owner, all 1955 Mark II modifications; £1,295.

ALSO

THE following 1954 Sapphires; from £1,245.

2-TONE green, synchromesh gear box, twin carburettors, radio, Whitewall tyres, 5,800 miles only, immaculate.

BLACK and silver, preselectric gear box, radio, seat covers, low mileage

CORINTHIAN green, green upholstery, preselectric gear box, radio, low mileage.

ALL the above cars carry our 5 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 9323.

SPARES and service: Steele's Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

J. DAVY, Ltd.

£1195.—1954 pre-selectric gearbox, 12,000 miles only, radio, heater, twin carbs., in duo black/beige with beige leather.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

DECEMBER 1953 Sapphire saloon, finished black, red leather, bucket seats, synchromesh, heater, only 9,000 miles guaranteed, exhibition condition; part exchange; h.p. facilities; £1,175.

SHOWROOMS:—19, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ARMSTRONG SIDDELEY Sapphire, late 1954, in magnificent condition, electric gear box, 9,000 miles only; £1,250.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1950 Armstrong Siddeley Hurricane drop head coupe, finished black, brown leather, excellent condition throughout; £495; maximum h.p. terms available. [C1001

1948 Armstrong Typhoon, ice blue, Tygan covers, excellent car; £355.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

£1345.—Armstrong Siddeley Sapphire, May 1954, preselectric gear, almost new.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43344. [C4024

1947 Armstrong 16hp saloon, black, brown leather and in immaculate condition throughout; bargain, £399.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923/4124. [C1075

1950-1 Armstrong Lancaster, radio; £470, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£495!!!—1949 Armstrong Siddeley Lancaster 16hp saloon, original private owner maintained, unrepeatable.

£495!!!—1949-50 Armstrong Siddeley Typhoon coupe 16hp, particularly attractive condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1947 Armstrong Siddeley Hurricane, excellent condition; £370 o.n.o.—Goodfellow, Bruntsfield Gdns., Edinburgh. [9018

SAPPHIRE, Dec., 1953, preselectric, Sapphire blue/grey, radio, 13,000 miles, as new; offers over £1,100; private owner.—Box 5517. [8753

1955 Armstrong Siddeley Sapphire automatic gear box saloon, under 4,000 miles, manufacturer's guarantee; £1,695.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8817

G & M (ALFREDS (1936), Ltd.—1952 Armstrong Whitley saloon, small mileage, much above average; £645.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 Armstrong Whitley 4-door saloon, 6-light, black with brown, very attractive car; £595. —Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. [C1098

1951 Armstrong Siddeley Lancaster, black, brown hide interior, one owner, sun roof, heater, excellent tyres; wonderful value at £545.—Hillwood Motors, Mill Hill (London) 4232. [9860

ARMSTRONG SIDDELEY Whitley 1950 Sept. model 4-light saloon, small mileage and mechanically perfect; £545.—Ken Wharton & Co., Bearwood Rd., Smethwick. [8842

1953 Armstrong Siddeley Hurricane, black with red leather interior, 19,000 miles and in immaculate condition throughout; £735.—Smith & Landers (Engs.), Ltd. Tel. Ormskirk 3211. [8941

£100.—Armstrong Siddeley 16.9 sportsman's saloon, '36/'37, in excellent condition throughout; can be seen and tested any time.—25, Islwyn Rd., Upper Boat, Nr. Pontypridd, Glam. [9019

1955 Armstrong Siddeley Sapphire saloon, twin carbs., etc., 2,900 miles, attractive price, 4 months' guarantee.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2023

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

WELBECK MOTORS for new and used Armstrong Siddeleys:—

THE complete range of new Sapphires in stock for immediate delivery:—

ONE new Sapphire limousine, colour black, fitted with radio, for immediate delivery—a quite unique opportunity.

FAR, Far the largest selection of used Armstrongs.

A SMALL selection from our stock.

1954 Armstrong Siddeley Sapphire, synchromesh, black and fawn, mileage only 9,000, twin carbs., twin speaker H.M.V.; £1,325.

1954 Armstrong Siddeley Sapphire, preselectric, black, red leather, mileage only 14,000, very good Armstrong history, virtually as new; £1,275.

1953 Armstrong Siddeley Sapphire, duo grey with red leather, preselectric (new unit just fitted), mileage 20,000 approx.; £1,135.

1952 Armstrong Siddeley Hurricane drop head coupe, mileage 20,000 approx., grey with blue leather, H.M.V.; now being checked over in our works, and being reinstated to brand-new condition; £725.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

1950 Armstrong Hurricane drop head, one owner, radio, heater, ivory, blue leather, an unblemished car with a thoroughbred performance; £565. Written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

ROSE & YOUNG, Ltd., offer 1954 Armstrong Siddeley Sapphire, 12,000 miles only, one owner, preselectric, fitted radio, duo-grey; £1,195.—65,-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1952 Armstrong Siddeley Whitley saloon, manual gear box, dark blue, blue leather, loose covers, spot lights, fog light, heater, exceptional specimen, written guarantee; £695; terms, exchanges.—H. P. Edwards, 28/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1951 Armstrong Siddeley 18hp limousine, long chassis 7/8-seater, immaculately finished black with rich leather upholstery front and rear, a one-owner car, taxed privately and in magnificent order throughout, built-in heater, wide occasionals, division; £895.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

WILSONS, "The Enthusiastic Owner-Agents," have 3 carefully used 1954 Sapphires for sale; from £1,325; demonstrations any day including Sunday; h.p. up to maximum period.—34, Acre Lane, S.W.2. Brixton 4011, and 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Armstrong required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

A & S Urgently require 1951/52 Limousines, good prices for genuine vehicles.

ALPE & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1006

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4085/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Excels."—34, Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [S4085/R

PASS & JOYCE Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) [0670/R

ASTON MARTIN

TOLWORTH MOTORS, Ltd.

1954 Model DB2-4, 20,000 miles, radio, immaculate; £1,750.

1953 (May) DB2, 19,000 miles, Vantage engine, Alfin drums, twin exhausts, radio, specimen car; £1,595.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

HW MOTORS, Ltd., offer:—

1952 Aston Martin DB2 drop head coupe, black/red upholstery, just passed by works; £1,550.—Bridge Motor Works, Walton-on-Thames. 2404-5-6. [C2042

ROSE & YOUNG, Ltd., offer:—

1953 Aston Martin DB3 sports racing 2-seater, has just been completely overhauled at the factory, one owner, ideal for fast road car or competition; £1,445.

1952 Aston Martin DB2 saloon, fitted radio, chrome wheels, twin exhausts, spot lamp, etc., exceptional condition; £1,395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

CHARLES FOLLETT, Ltd., offer:—

1955 Aston Martin DB2-4 saloon, metallic blue, speedo., reading 3,900 miles, radio, really superb condition; part exchange, h.p. facilities; £2,475.

1952 Aston Martin DB2 saloon, finished black with beige upholstery, loose covers, this is an exceptional car, has had many chassis and body modifications, extremely sweet runner, very fast, extras include radio, discs, special horns, parking lights, wing mirrors and special twin exhaust system; part exchange, h.p. facilities; price £1,575.

SHOWROOMS:—18, Berkeley St., W.1.

SERVICE:—Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BROOKLANDS: London distributors.

ASTON MARTIN DB3S competition car.

1955 DB2-4 sal. and cpe. available, demons.

1954 Ser. Aston Martin DB2-4 saloon, radio, immaculate.

1953 Aston Martin DB2, Vantage engine, d.h. coupe, radio.

1954 Aston Martin 3-litre DB2-4 saloon.

BUY or sell with confidence. Cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

GUY SALMON AUTOMOBILES offer:—

1954 Aston Martin DB2-4 saloon, moonbeam grey/red leather, this car has covered a genuine 14,000 miles only in the hands of a really fastidious owner and is well worth inspection by the prospective discerning purchaser; £1,995.

1953 Aston Martin DB2 drop head coupe, 25,000 miles, immaculate condition throughout, £1,750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HOLLAND PARK AUTOMOBILES offer:—

1955 DB2-4 d.h. coupe, cream, red leather, radio, 9,000 miles, immaculate; £2,550.

1954 DB2-4 saloon, burgundy, red leather, radio, 21,000 miles, superb condition; £1,950.—142, Holland Park Ave., W.11. Park 2626. [C2085

1952 Aston Martin DB2, Vantage engine, 13,000 miles works history, every possible extra fitted, specimen car; £1,395.—Havill, 44, Frankland Crescent, Parkstone, Dorset. Parkstone 3111. [C1099

1955 Aston Martin 3-litre DB2-4 drop head coupe, one owner, 7,000 miles, radio, really beautiful condition; £2,395.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

265 gns.—Aston Martin 1938 15/98 short chassis drop head coupe, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Aston Martin DB2, blue, fawn leather, many extras, one owner, guaranteed 15,000 miles only, new X tyres, a specimen car throughout; £1,550; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

J. H. BARTLETT.—Aston Martin 1953 3-litre DB3 competition sports 2-seater, 12,000 miles, almost unmarked, £1,450; Aston Martin 1952 DB2 saloon, 1953 features, works history, specially finished in dark green with red leather upholstery, £1,295.—27, Pembridge Villas, W.11. Bay. 0523. [C1015

ASTON MARTIN 3-litre saloon, Feb., 1955, blue haze with grey leather upholstery, over £100 extras including Alfin brake drum, mileage under 9,000, one owner, taxed 31.12.55; £2,350.—Jarvis & Son, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221; 57, Hill Rd., S.W.19. Wimbledon 2526. [C2086

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0798/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! [0799/R

PRE-WAR chassis spares including alloy drums, brake plates and shoes, rebuilt wheels, 15in. and 17in. springs, steering gear, etc.—104, Cambridge Rd., Teddington, Middx. [8700

AUSTIN SEVEN

1938 Austin 7 Ruby tourer, £165; 1939 Austin Big 7, £195.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1939 model Austin 7 saloon, £180 overhaul; £150, of £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

145 gns.—Austin Big 7 1938 4-door saloon, sliding head, blue, very good condition; choice 4 Austin 7s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

AUSTIN A30

1954 Austin A30, wing mirrors; £485.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9065

CAR MART, Ltd.

LONDON distributors.

1953 Austin A30 4-door saloon, heater, black with red upholstery; £465.

CAR Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1030

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Austin A30 4-door saloon, fawn with red upholstery, fitted heater, 16,000 miles; £475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4043

C.M.I. CAR SALES (Pri. 6625) offer:—

1954 Austin A30 2-door saloon, heater, black, one owner; £465.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1954 Austin A30 saloon, grey, fitted heater, one owner, 7,000 miles; £485.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:

1953 (November) Austin A30 4-door saloon, colour cream, mileage 2,700, showroom condition throughout, fitted numerous extras, including seat covers, wing mirrors, sun visor and Rimbellishers, taxed; £480.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1651. [C4009

1954 Austin A30 saloon, immaculate condition; £475.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. [C1108

OCTOBER, 1954, A30, heater, 8,000 miles; £485.—42, Burns Way, Heston, Middx. Hounslow 1777. [8484

1954 Austin A30 2-door saloon, heater, black; £460.—Wootton Downs, Nr. Woodstock, Oxon (Tackley 239). [9023

HI-POWER twin carburettor conversion now available, gives 75 m.p.h., 0-50 m.p.h. 15 seconds; £35 fitted; send for data.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1954 Austin A30 2-door, blue, l.h.d., heater, hide seats, swivelling quarter windows, excellent condition; £450.—Mabey, 5, Winchester Rd., Oxford. [8981

PRIDE & CLARKE, Ltd.—1954 Austin A30 4-door saloons, low mileage, heater; several from £459; terms, exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6251 [C3068

1953 Austin A30 4-door saloon, black, 11,000 miles, heater, spare unused, practically new condition, carefully used, regularly serviced; £475.—Sitford, Eastbourne House, Lingfield, Surrey. [8996

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1939 Austin 8, choice of two, £225; 1940 Austin 8, 4-door, fitted heater, £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1947 Austin 8, good condition, very economical, owner going abroad; £290 quick sale.—Tel. Addiscombe 6455. [8889

1947 Austin 8 saloon 4-door, excellent condition throughout, small mileage, nursed, black; £335.—Tel. Horley 3652. [8997

1946-7 Austin 8 4-door saloon, immaculate throughout; £545.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3065

1946 Austin 8 4-door de luxe saloon, in blue, blue interior, sun roof, very roomy and economical, superb condition; £345.—Hillwood Motors, Mill Hill (London) 4232. [8861

1939 (Sept.) Austin 8 4-door de luxe saloon, good tyres, taxed end of year and in excellent condition throughout; £216.—110, Battersea Rise, S.W.11. Battersea 0549. [C1096

1947 Austin 8 4-door saloons, very clean little cars in excellent order; choice of 2, from £295; terms, exchanges, insurance.—Tulse Hill Motors, Ltd., 50, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105-6. [C4071

Austin Eight Cars Wanted

WANTED from private owner, 1946-47 Austin 8hp; 65, Highbury Park, N.5. Can. 1650. [7582

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 10, heater; £365.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

345 gns.—Austin 10 1947 de luxe saloon, sliding head, leather, reconditioned engine; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN A40

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Austin A40, beige, heater; £625.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, cream with red upholstery; £655.

1953-54 Austin A40 Somerset saloon, heater, cream with red upholstery; £605.

CAR MART, Ltd., 297, Euston Rd., London, N.W.11. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1951 A40 4-door saloon, black with brown leather, many extras include heater, tartan loose covers, rim embellishers, Votex spots, wing mirrors, overriders, etc., 6 months' written guarantee; 469gns. or £165 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [8905

B. J. HUNTER, Ltd., offer:—

1954 A40 saloon, very low mileage, Hunter condition throughout; £625.

1953 Austin A40 foursome coupe, superior condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HW MOTORS, Ltd., offer:—

1952 Austin Countryman A40, wood body, new tyres; £515.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

H. A. SAUNDERS, Ltd., offer:

CHOICE of several small-mileage Austin A40 Somerset models, from £595.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A40 convertible coupe, black/red upholstery, heater, recorded mileage 6,070; £675.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027/1

PHILIP RICKARDS, Ltd., offer:—

1954 (June) Austin A40 Somerset saloon, black/brown, full de luxe, with radio and sun roof, 11,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

H. BEART & Co., Ltd., offer:—

1953 model Austin A40 Somerset de luxe saloon, sliding roof, one owner, nominal mileage, in very nice condition throughout; £535.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin A40 Somerset, grey, sliding roof, heater, taxed, one owner; £600.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1953 Austin A40 Somerset; £565.—Below.

1952 Austin A40 Somerset; £525.—Below.

1951 Austin A40 Devon; £495.—Below.

ALL above are one-owner, low mileage cars and each is fitted with heater; hire purchase and parts exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1948 A40 saloon, l.h.d.; £335.—Below:—

1951 A40 saloon, one owner; £515.—Below:—

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

£555!!!—1952-3 Austin Somerset saloon, leather, extras, faultlessly maintained. Below.

£485!!!—1951 series Austin Devon saloon, attractive condition, excellent tyres.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-5-4. [C2052

1952 Austin A40 Somerset, beige, exceptional condition, one owner; £525.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8808

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Austin A40 saloon, £450; 1952 Austin A40 Countryman, £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1954 Austin A40 Countryman, grey, one owner, 13,000 miles only, cost over £720; £565.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8806

AUSTIN A40

1953 Austin A40, heater, leather; £545.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9060

1954 Austin A40 Somerset, black/red, heater, 4,000 miles, as new; £665.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

1955 A40, tweed grey, spotless; £710.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1951 Austin A40 de luxe, heater, outstanding condition; £475.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

1952 A40 sports, beige, red leather, hood and bodywork like new, superb mechanical condition, 32mpg; £525.—Below.

1949 A40 saloons, choice of two, from £415; all with written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065

1954 model Austin A40, heater, leather; £595.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9054

1952 Austin A40, green, immaculate; £495.—Brent Cross Garage, Hendon Way, London, N.W.4. Spa. 1196. [C1097

1954 A30 Countryman, 8,000 miles only, immaculate; £635.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4062

1953 Austin A40 Somerset, heater, one owner; £525.—A. Owen (Hendon), Ltd. Tel. Colindale 3185.

1952-53 Austin A40, excellent condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1952 (Nov.) A40 sports, heater, low mileage, excellent condition throughout; £535 o.n.o.; h.p. terms available.—26, Brim Hill, N.2. Mea. 3077. [8865

1952 model G83 saloon, fitted heater, excellent condition; £495.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 Austin A40 G83 Devon saloon, black, heater, steering column change; £475.—Hale Motors, Ltd. (Tot. 7771 (4 lines).) [C2077

1954 Austin A40 Somerset drop head coupe, one owner, 15,700 miles only, fitted radio, as new, 3 months' guarantee; £625.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061

1953 A40 Somerset saloon, grey, seat covers, etc., low mileage, excellent condition; £565.—Robbins, East Putney. Tel. 7881. [C3010

1954 Austin A40 Somerset, fawn heater, 14,000, one owner; £620.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1952 Austin A40 Somerset saloon, de luxe specification, with heater and leather upholstery, splendid condition, well maintained; £525.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1951 Austin A40 Devon saloon, fitted heater, engine rebored; £465.—Thundersley Garage, Ltd., Thundersley, Essex. South Benfleet 2272. [C2019

1952 Somerset de luxe saloon, green, heater, one owner; £535.—Dobsons, Ltd. (Austin Agents). Staines 801. [C1074

1954 model A40 Somerset de luxe sun saloon, green, exceptional condition; £595.—Dobson's, Ltd. (Austin Agents). Staines 801. [C1074

1951 (November) Devon sun saloon, grey, column change, one owner, excellent condition; £495.—Dobsons, Ltd. (Austin Agents). Staines 801. [C1074/1

£595.—1954 Austin A40 Somerset saloon, one owner.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1951 Austin A40 saloon, grey, blue interior, fitted heater, well maintained, reliable and economical; £495.—Hillwood Motors, Mill Hill (London) 4232. [8862

1954 Austin A40 Somerset saloon, 11,000 miles only, immaculate condition; £655.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1954 (June) A40 Somerset coupe, 13,000 miles, green, one owner, leather, heater, seat covers, unblemished; £650.—Campbell Symonds, Wembley 6262. [C1037

1953 (October) Austin A40 Somerset saloon, mist green, sun roof, heater, one owner, exceptional condition; £565.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 Austin A40 Devon saloon, grey with blue interior, one ownership only, genuine total mileage 10,700; £475.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0396. [C1073

TANKARD & SMITH, Ltd., offer 1953 Austin A40 saloon, blue/blue leather, one owner, immaculate condition; £575; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4601. [C4025

1955 Austin A40 Cambridge saloon, 3,000 miles; £675.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1949 Austin A40 Devon saloon, stone grey with fawn interior, excellent condition throughout, good tyres; £425.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1954 Austin Somerset saloon, jack/red, sun roof, hide, heater, undersealed, 8,000 miles, unmarked and as new; £645; terms, exchanges.—Kingsthorpe Garage, Ltd., 50, Harborough Rd., Northampton. Tel. 985.

1952 model A40 Town and Country estate, exceptional; £585; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

AUSTIN A40

PRIDE & CLARKE, Ltd.—1954 Austin Somerset saloons, green/brown, low mileage, heater, radio, choice 2, £639; 1953, beige/beige, 16,000 miles, heater, £569; terms, exchanges; lists; guarantee.—237, Brixton Hill, S.W.2. Tul. 3564/5. [C3068

LATE 1953 Austin A40 Somerset, colour black, red upholstery, 20,000 miles, fitted loose covers, radio, fog lamps, rim embellishers, genuine Underseal, excellent condition throughout; £585.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [8910

425gns.—Austin A40 1950 Devon 4-door saloon, green, brown leather, heater, good tyres, excellent condition; choice of 2 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new A40 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [W5018

XXX Excellent cash prices for good Austin A40 cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

AUSTIN A50

CAR MART, Ltd.

LONDON distributors.

1954-55 Austin A50 Cambridge de luxe saloon, heater, tweed grey with grey upholstery; £715.

CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

AUSTIN A50 Cambridge de luxe, ivory, red leather, heater, 3,500 miles; £725.—Box 5532. [8819

1955 Austin A50, grey, grey leather, full de luxe model, genuinely as new; £750.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8802

1955 model A50 de luxe, turquoise; £725.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Add. 3066. [C1076

Austin A50 Cars Wanted

CM

CAR MART, Ltd., London distributors are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

AUSTIN TWELVE

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Austin 13/4, £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1939 Austin 12 saloon, showroom condition; £265.—Jack Poxner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

£225.—Austin 12 saloon, 1939 model, in original condition.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4069

165gns.—Austin 12 1937 saloon, fawn, sliding head, beige leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1952-53 Austin 16hp hire limousine, heater, black with brown upholstery; £795.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

GLANFIELD LAWRENCE offer

1948 Austin 16, cream/brown leather, one owner, radio and heater, exceptional condition; £385.—407, High Rd., N.12. Finchley 0091. [C2053

1946 Austin 16, in very good condition; £315.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel Hampstead 7779/8676. [C4016

A & S Guaranteed 16hp Hire Limousines. Choice of several 1950/53 from £635/£835.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

HEARSES, Hearses, Hearses. We can supply bearer or deck hearses on the 16 h.p. chassis. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Richmond 1161. [C1102

1948 Austin 16hp saloon, very good condition; £345.—Ace of Spades, Great West Rd., Hounslow. Hounslow 5476. [C2050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

1949 Austin 16 saloon, sound car throughout, bargain; £325.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

HIRE limousine, late 1952, small mileage, carefully maintained, exceptional throughout; £765.—11, Kendrick Place, South Kensington 6916. [C1105

1949 Austin 16hp saloon, two owners from new, heater, radio, excellent condition; £345; terms, exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105-6. [C4071

1949 Austin 16 saloon, black, brown leather interior, built-in heater, sun roof, engine, brakes and steering recently overhauled, one owner; £395.—Hillwood Motors, Mill Hill (London) 4252. [8863

145 ens.—Austin 16 1936 Chalfont 7-seater limousine, black, blue leather, face-forward occasionals, sliding division, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 (April) Austin 16 saloon, privately owned, finished black, brown leather upholstery, fitted radio, heater, discs, fog light, wing mirrors, mascot, taxed to December; £595; with written guarantee.—Motourists (London) Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (Re-opening Monday, the 8th Aug.) [C3018

Austin Sixteen Cars Wanted

A & S Limousines, 16hp Hirecars required urgently, good prices for genuine vehicles.—ALPE & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR limousine, 1951-2-53, urgently required; details, please.—"Woodbury," Sheen Common Drive, Richmond. [W1103

AUSTIN A70

HPG A 1954 Hereford saloon, mechanically faultless, low mileage, spotless grey cellulose with navy leather interior, fitted sliding roof, heater, Motorola radio, screen washers; taxed for the year; £675 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7206/2051. [C1086

CAR MART, Ltd.
LONDON distributors.

1954 Austin A70 Hereford saloon, sliding head, blue with blue upholstery; £675.

1952 Austin A70 Hereford saloon, radio, heater, fawn with brown upholstery; £550.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

HW MOTORS, Ltd., offer:—

1952 Austin A70 Hereford saloon, beige/brown uphol., heater; recently overhauled by us; exceptional; £550.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

H. A. SAUNDERS, Ltd., offer:—

CHOICE of several small mileage Austin A70 Hereford saloon models from £545.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

GORDON CARS (LONDON), Ltd., offer:—

1954 Austin A70 Countryman, one owner, excellent order; £825.—375, Euston Rd., N.W.1. Eus. 6611. [C2023

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Austin A70 saloon, fitted heater, taxed year, one owner, 13,000 miles only, an exceptional car; £610.

1951 A70 saloon, one owner since new, fitted radio, heater, spotlamp, taxed year, a specimen motor car; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Austin A70, one owner, radio, heater, etc., black; £575.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A70 Countryman, £495; 1951 Austin £70 utility, £495.—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£595 !!!—1953-4 Austin A70 de luxe saloon, immaculate and like brand new.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley £222-3-4. [C2052

1953 Austin A70 Hereford saloon, practically new car, taxed; £575; choice of 3.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8807

1952 Austin A70 Hereford, heater, leather; £475.—A. Owen (Hendon), Ltd. Tel. Colindale 8185. [9062

1954 (May) A70, one owner, 12,000 genuine, leather, heater, clock, covers, genuinely immaculate; £685.—Malden 5666. [8780

AUSTIN A70 saloon, first registered January, 1951, sliding roof, wireless, one owner; £425.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

£585 —Austin A70 saloon, fitted heater, green, 1953 model.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1950 Austin A70 Hampshire saloon de luxe, radio, heater, one owner; £425.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Add. 3066. [C1076/1

AUSTIN A70

1953 Austin Hereford saloon, 16,000 miles, one owner, an exceptional car, black, brown leather, heater; £595; written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1952 (Sept.) Austin A70 Hereford saloon, radio, heater, one owner, guaranteed; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 18,000 miles, fine condition throughout; £535.—Robbins, East Putney. Tel. 1881. [C5010

1953 Austin A70 Hereford, grey, blue hide, sun roof, heater, low mileage, one owner; £595.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

Austin A70 Cars Wanted

CMC AR MART, Ltd. London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0553/R

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Supply and demand . . . .

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted.

The Autocar

is second-to-none in pulling power

AUSTIN A90

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1950 A90 power-operated convertible, green with biscuit leather, host of extras include radio, heater, rim-embellishers, wing mirrors, long-range head lamps, etc., recent engine and hydraulic motor reconditioned, 4 new tyres, 6 months' written guarantee; £469 gns. or £172 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [8904

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1951 Austin A90 Atlantic hardtop saloon, gunmetal grey coachwork, in immaculate condition, radio and heater, negligible mileage; 499 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1952 Austin A90, one owner; bargain, £485.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 Austin A90 hardtop, 32,000 miles, immaculate; £475.—Box 5590. [9030

1951 Austin A90 hard top saloon, black, red leather, several extras including heater, truly magnificent motor; £535.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4928/4124. [C1075

1951 Austin Atlantic convertible, radio, heater, very fast car, showroom condition; £495.—A. Owen (Hendon), Ltd. Tel. Colindale 8185. [9065

AUSTIN A90

1950 Austin A90 Atlantic convertible, green, beige leather, very good condition throughout; £455.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£495 !!!—1951 Austin A90 Atlantic sports saloon, immaculate, spotless condition, choice 3, also an A90 drop head coupe in beautiful and unusual condition.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C3052

1951 (November) A90 Austin Atlantic sports saloon, under 29,000 miles, Woodhead Munroe s/absorbers and 2 new Michelin X tyres fitted, mechanical condition exceptional, taxed to end December, coachwork pastel green, grey hide interior, paintwork and chromium are equal to new, link mats, Regency covers fitted, also heater; £525.—Fishers Garage (Ripley), Ltd., Portsmouth Rd., near Ripley, Surrey. Tel. Ripley 2184. [9016

Austin A90 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [0059/R

AUSTIN A90 (6-cyl.)

B. J. HUNTER, Ltd., offer:—

1955 Austin Westminster saloon, 600 miles only, as new; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1955 Austin A90 Westminster saloon, used for few demonstrations only, washers, taxed year, as new; £855.

DENHAM'S GARAGE (ESHER), Ltd., Tel. 3560, Esher, Surrey. [C1100

AUSTIN Westminster de luxe, only 50 miles since delivery July 7, 1955; perfect showroom condition; invoice price accepted.—Box 5581. [8985

1955 Austin A90 Westminster saloon, 600 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 A90 Westminster saloon, beige, 6,000 miles; £825.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fre. 8401. [C4056

AUSTIN EIGHTEEN

1939 Ivor 7-seater, blue, £295; Windsor ditto, £400; very good.—Smith, 229 Maryvale Rd., B'ham, 30. [8789

1934 Austin 18 2-seater with dickey; engine just overhauled, hood very bad; 20 m.p.g.; £65.—Box 5536. [8835

AUSTIN A125 & A135

J. DAVY, Ltd.

1955 Princess short wheel base saloon.

J. DAVY, Ltd.

AUSTIN Agents,

180 Kensington High St., W.8. Western 9641. [C1009

CAR MART, Ltd.
LONDON distributors.

1952 Austin A135 Princess saloon, sliding head, radio, heater, black with brown upholstery; £975.

CAR MART, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. [C1039/1

CAR MART, Ltd.
LONDON distributors.

1951 Austin A125 Sheerline saloon, sliding head, radio, heater, grey and black with grey upholstery; £575.

CAR MART, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1059

TOM GARNER, Ltd., offer:—

1955 series Austin A135 Princess saloon, black, 3,000 miles; £1,975.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GORDON CARS (LONDON), Ltd., offer:—

1951 Austin Sheerline saloon, grey, one owner, excellent order; £650.—375, Euston Rd., N.W.1. Eus. 6611. [C2023

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (January) Sheerline saloon, black/beige hide, one owner, immaculate, highly recommended; £650.

140—144, Golders Green Rd., Golders Green, N.W.11. Spedwell 0011 (10 lines). [C2027

A & S Guaranteed L.W.B. Limousines, Choice of three £1,150 to £1,275.

1951 Limousine, forward occasionals, leather, from private service.

1951 Limousine, cloth upholstery, one private owner.

1952 Limousine, radio, heater, low mileage, brown hide throughout.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

ACRES offer 1952 model Austin Sheerline, black, heater, radio, beautifully kept; £695.

ACRES MOTOS, Ltd., 136-152, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1950 Austin Sheerline saloon, one owner, radio, heater, sun roof, very good condition; £575.—Bob Gerard Cars, Abbey Lane, Leicester. [7901

1950 Austin Sheerline saloon, black, beige hide interior, radio, heater, immaculate condition; £535.—Brent Cross Garage, Hendon Way, London, N.W.4. Spe. 1196. [C1097

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

£895 !!!—1951-3 Austin Princess de luxe saloon, immaculate and spotless condition, speedometer records 15,000.—Below.

£675 !!!—1952 Austin Sheerline de luxe saloon, one owner only, looks and runs like 10,000 miles.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1949 Austin Princess black saloon, radio and heater, absolutely immaculate; terms and exchanges; £650.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [8926

1949 Austin Sheerline, black saloon, radio and heater, terms and exchanges; £485.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [8926

1951 Austin Princess sun saloon, black, hide interior, radio and heater, taxed year, appearance of a few weeks old; £850; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

1949 Austin Sheerline, grey with grey leather, radio, recent engine overhaul, excellent overall condition; £475.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1951 Austin Sheerline saloon, grey, radio, heater, sun-roof, etc., carefully maintained by one owner since new, outstanding mechanical condition, coachwork and interior excellent; £595.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

Austin A125 and A135 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [0057/R

CHAIN OF EALING require good used Austin Sheerlines and Princesses.—Perivale 4404. [W1042

A & S Limousines required urgently, good prices for Genuine vehicles.

ALPE & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1006

ALMOST new Austin A125 and A135 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

AUSTIN Sheerline limousine wanted for immediate use, preferably black.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [6802

7-PASSENGER 1951-2-3 Sheerline, alternatively Princess limousine.—Details, please, "Woodbury," Sheen Common Drive, Richmond. [W1103

AUSTIN TWENTY-FOUR

A & S 1938 Series 7-passenger Mayfair, black, blue hide, throughout, well above average condition. £525.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

AFOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also B.M.C. diesel spare parts and conversion sets ex stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0536

THE CAR MART, Ltd.,

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. O. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

KINGSTON - ON - THAMES.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1932. [0500/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-60. [0916/R

Austin Spares and Service

ALL models also 18hp crankshaft and shafts, wheels, A10 crankcase, etc.—Smith of Bournville, B'ham, 30. [8790

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units. Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. [0729/R

REPAIRS of all descriptions! Gearboxes (1930/1955 from £2; 7/10/12hp exchange units), seat covers from £2/18.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 2647. [S4100

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshaft blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

HW MOTORS, Ltd., offer:—

1954 Austin-Healey 100 sports, service history, exceptional condition; £795.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Austin-Healey, blue with blue leather upholstery, works mileage, reg. July; £965.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

ACRES offer 1952 Austin-Healey 100, midnight blue, overdrive, heater, choice of 2 from £745.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

J. H. BARTLETT.—Austin-Healey, July 1954, one owner, original condition; £750.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

AUSTIN-HEALEY 100 sports, 157 miles only, red, black leather; terms, exchanges.—Matthews of Stockwell, Ltd., 55 Stockwell Rd., S.W.9 Brixton 2026 and 6555. [C3087

1954 model Austin-Healey 100, very clean car, B.M.C. guarantee.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

1955 Austin-Healey, Le Mans modifications, 2,400 miles, black, virtually new condition; £945.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C3045

1955 (late June) Austin-Healey 100 2-seater, ivory with red leather, heater, demister, overdrive, registered but unused. Army officer owner posted abroad, offered at more than £150 under price paid for quick sale; £925.—Box 5286. [7892

1955 (July) Austin-Healey 100, red/black leather, works mileage only, registered and taxed year; this car is on offer at special price due to customer's cancellation of order; £985.—Gordon White & Co., Ltd., Gerrards Cross 2077. [8957

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd

FOR your immediate purchase of your Austin-Healey.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Austin-Healeys.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

CRASHED or damaged Austin-Healey in any condition; distance no object.—Tel. Oldham Main 2022. [9045

URGENT requirement, Austin-Healey.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [W3045

XXX Excellent cash prices for good Austin-Healey cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Epsom 9400. [W2001

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.

SERVICE: Donald Healey Motor Co., Ltd., Warwick. London showroom: North Audley House, 42, North Audley St., W.1. [0088/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART, Ltd.

1950 Bentley 4¼-litre standard steel saloon, sliding head, black with brown upholstery; £2,350.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); Also at

LEEDS, Bradford, Sheffield. [0906/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

JBJACK BARLAY, Ltd

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1032

BENTLEY 4¼

CONNOISSEURS of quality please note!

1938 (July) 4¼-litre Bentley sedanca coupé, coachwork by Gurney Nutting in beautiful dark grey hide interior, new hard top in black, mechanically truly faultless, maintained by Bentley agents and serviced by us; appearance and interior absolutely as new; this car is not just another Bentley but a really magnificent example of a classical model with post-war lines in impeccable order; property of our principal and thoroughly recommended at £995.—Elm Garage, Elm Grove, Worple Rd., S.W.19. Wimbledon 4825. [8251

JACQUIER, Ltd.

1949 (September) Mark VI standard steel saloon, excellent condition; £1,595.

1939 (December) 4¼ M.X. series Park Ward saloon, overdrive, nice condition; £825.

1937 series H.K. Bentley 4¼ saloon, Freestone & Webb, excellent condition; £685.

1935 3½ Bentley H. J. Mulliner saloon, radio, heater; £595.

1934 3½-litre Barker drop head coupe, nice condition; £545.—Jacquier, Ltd., 125-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

H. C. PAUL, Ltd.

1948 Bentley standard steel saloon, black, excellent condition throughout; £1,425.

1936 Bentley Park Ward drop head foursome coupe, radio, heater, black/red; £535.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

PB Ltd., offer:—

1951 Bentley standard steel saloon, grey and blue leather, immaculate condition.

1937 Bentley Park Ward saloon, black, fawn leather, radio, chassis and body in excellent condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 standard steel saloon, fitted with automatic gearbox, finished in Tudor grey with grey hide upholstery; this car has only done 4,000 miles and is in immaculate condition.

1954 Continental sports saloon by H. J. Mulliner, first registered December, 1954, one owner since new, finished in cream with red hide upholstery, fitted with luxury seats with folding armrests and door recesses fitted with sliding doors, 14,000 miles; a beautiful and immaculate car.

1953 wide bodied saloon by Freestone & Webb, finished in black and blue with grey hide upholstery and many extras; a lovely car in excellent condition; only 18,000 miles.

WE are interested in the purchase of Bentley cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

RUSSELL MOTORS offer:—

1938 L.E. series 4¼ Park Ward saloon, black and blue with blue leather upholstery, good history, fitted heater.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1949 Bentley Mk VI 4¼-litre 4-door sports saloon by James Young, black; £2,150.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1937 (Nov. 1936) Bentley 4¼-litre 4-door de luxe sunshine saloon, Park Ward, grey, blue, radio, heater, passlamp, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

EVANS & O'MALLEY offer:—

1939 4¼ Bentley overdrive saloon by H. J. Mulliner, finished in black with brown hide upholstery, one owner, Bentley maintained, and in exceptional and original condition; 1,295cns.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355/1709. [8936

MANN EGERTON & Co., Ltd.

1954 Bentley sports saloon, automatic gear, grey 8,000 miles.

1954 Bentley sports saloon, automatic gear, grey and green, 15,000 miles.

1953 Bentley sports saloon, black, brown leather, 12,000 miles.

1953 Bentley sports saloon, grey, grey leather, 29,000 miles.

1952 Bentley Mark VI 4½-litre saloon, blue, 36,000 miles.

1951 Bentley Mark VI steel saloon, black, brown leather, 29,000 miles.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2075. [C2006

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Park Ward drop head; £675.

1937 4¼-litre H. J. Mulliner sports saloon, choice of 2; from £650.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

TAYLOR & CRAWLEY offer:—

1954 (Oct.) Bentley R-type with automatic gear box, Harold Radford Countryman body, 7,000 miles only, cost nearly £7,000; price £4,750.

1948 (Oct.) Bentley Mk. VI standard steel saloon, very complete overhaul history, excellent condition; £1,395.

1948 (Oct.) Bentley Mk. VI standard steel saloon, spats, very good order; £1,350.

1947 (Nov.) Bentley Mk. VI standard steel saloon, one owner, 35,000 miles, dual grey, quite immaculate; £1,495.

42A, South Audley St., W.1 (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4056

CHIPSTEAD MOTORS, Ltd., offer:—

£745—April, 1937, sports saloon, black, grey, bills available for £250 overhaul just carried out, specimen.

SHOOTING brake (Sept.), 1935, beautiful condition throughout, Perspex roof, etc.; £585.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI saloon, just overhauled by maker's agents, black and cream, superb example; £1,525.

1939 Bentley 4¼ razor edge saloon; £895.

1938 Bentley 4¼ drop head coupe; £875.

1937 Bentley 4¼ saloon by Gurney Nutting; £685.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1099

H. A. SAUNDERS, Ltd., of Worcester.

1949 Bentley Mark VI standard steel saloon, midnight blue with blue hide upholstery, fitted radio and heater; a most highly recommended example; £1,675.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-6. [C4075

GUY SALMON AUTOMOBILES offer:—

1952 Bentley Mark VI standard steel saloon, 4½-litre small boot model, 27,000 miles, faultlessly maintained; £2,750.

1950 (Oct.) Bentley Mark VI standard steel saloon, black/beige leather, 60,000 miles, faultlessly maintained by one careful owner; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WESSEX MOTORS, New St., Salisbury.

PART of the Henly organization.

1950 (May) Bentley Mark VI standard steel saloon, finished in grey with blue leather, complete engine overhaul in progress; car available for inspection on completion.

TELEPHONE: Mr. Moules at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury. [C4087

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1934 (August) 3½-litre Bentley sports saloon by Freestone & Webb; 2 owners only since new, excellent history and very pretty 4-door coachwork with large rear boot; £485.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2036

THE UTILITY VEHICLE CENTRE offer:—

1937 Bentley 4¼ Park Ward sports saloon, recently completely overhauled at works; £595.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

WOKING MOTORS (Mercedes Distributors).

1951 Mark VI Bentley saloon, midnight blue, loose covers, chauffeur kept, nominal mileage; £1,975.—Maybury Hill Garage, Woking 4277-8. [C4057

JACK OLDING & Co. (MOTORS), Ltd., offer:—

BENTLEY 1954 4½-litre Standard saloon, black/brown hide, automatic, one owner; £3,975.

BENTLEY 1953 4½-litre Standard saloon, Lugano blue/blue leather, one owner; £3,500.

BENTLEY 1952 4½-litre H. J. Mulliner lightweight saloon, black/tan hide, one owner; £2,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1947 Bentley Mark VI saloon, finished in dual grey with grey leather, new whitewall tyres, radio, heater, flashing indicators, taxed December, '55; recent complete engine and gear box overhaul by distributors, reasonable price; terms, exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395/6. [C4038

BOON & PORTER, Ltd., offer for the enthusiast:—

1935 3½-litre Bentley DG chassis, Park Ward saloon body, just had £350 lavished upon it by an enthusiast, radio, heater, exceptional, guaranteed; £750.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

1938 Bentley 4¼ Park Ward saloon, black/blue, with beige hide upholstery, very good chassis, regularly serviced; £775.—Below.

1936 Bentley Park Ward drop head coupe, black/grey hide upholstery, history available, mileage approx. 100,000; £595.—Below.

1935 Bentley 3½ Park Ward saloon, black/grey hide upholstery, in good condition throughout; £475.

AT Weybridge Automobiles, Weybridge 233. [8411

BENTLEY (3½, 4¼-litre and New 4½-litre)

SWANMORE GARAGE, Ltd., Bournemouth, Bentley specialists, offer:—

£2675—Bentley Mk VI 1950 Continental-style body with full flow wings by James Young, magnificent car, coachwork beige and red.

£1775—Bentley Mk VI 1947 special James Young 4-door razor-edge saloon.

£875—Bentley 4¼-litre 1937 special Gurney Nutting sedanca coupe, very fine condition.

£835—Bentley 4¼ Park Ward 1936 saloon, outstanding condition.

£765—Bentley 4¼ Thrupp & Maberly 1937 saloon, exceptional condition.

£675—Bentley 4¼ H. J. Mulliner, 1936, coachwork dual grey, outstanding condition.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43344. [C4024

1948 (Dec.) Bentley Mark VI, very good order; £1,550; seen Manchester.—Tel. Chorlton 5364. [6757

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1950 (June) Bentley standard saloon, dual grey, grey hide, 37,000 miles only, a very perfect example, guaranteed; £2,250.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1936 Bentley 4¼-litre sports saloon, black/blue, 60,000 miles; £675.

DUNHAM & HAINES, 46, Castle St., Luton 2100. [C1079

1947 Bentley Mk. VI standard steel saloon, maintained most carefully; £1,475.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1937 Bentley 4¼-litre 4-door sports saloon, black, recent £250 overhaul; £625.—Jennens Bros., Sutton Coldfield 2364. [8943

1935 Bentley 3½-litre Park Ward saloon, recent extensive overhaul by makers; £525.—Tunbridge, Vale Rd., Tunbridge Wells. Tel. 3416. [8946

1950 (August) Bentley 4¼ standard steel saloon, black, beige leather, known history, outstanding condition; £1,850.

1947 Bentley 4¼ standard steel saloon, black, brown leather; £1,295.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1947 Bentley 4¼ James Young razor edge saloon, black/beige, radio, Bentley history; £1,895.—Odeon Motors, Ltd., Bar. 1144. [C3028

J. H. BARTLETT.—Bentley 1934 3½ 4-door saloon, black and grey; £250.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [8456

1932 Bentley 4-litre sports saloon, in outstanding condition; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CASS'S MOTOR MART.—1936 (Aug.) Bentley 4¼-litres Park Ward sports saloon, black and green, superb condition; £695.—5, Warren St., W.1. Euston 4110. [C1040

1937 Bentley 4¼ Park Ward Sportsmans saloon, finished in unmarked black with blue leather interior, all excellent tyres, a really excellent example; £595.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

£895.—1936 Bentley 4¼ Thrupp & Maberly semi-razor edge saloon, fine history, many extras; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 Bentley Mark VI standard steel saloon, black, excellent condition; £1,425.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1934 Bentley 3½-litre body by Park Ward, immaculately maintained, very exclusive and modern-looking car; £395.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [C3083

1953 (June) Bentley 4½-litre sports saloon, midnight blue (nearly black) with grey leather upholstery, one owner, 19,800 miles.—Dale, 72, Union St., Camborne, Cornwall. Tel. 3317. [8507

BENTLEY 3½ F.B. series 1936 2-door Barker sports saloon, really perfect mechanical condition, one owner, heater, 22mpg; £475.—Goodwill Garages, Ltd., 17, Pavilion Rd., Knightsbridge. Sloane 2236. [8837

LATE 1949 sports saloon by Hooper, finished in primrose and black with brown leather upholstery, mileage 44,000, excellent condition throughout.—W. A. Birtwistle, Ltd., Albion Mill, Rawtenstall, Rossendale, Lancs. [8440

1950 Bentley Mk. VI standard saloon, silver grey, leather, deep maroon, upholstery, grey, excellent condition, nearest offer to £2,000 for quick sale.—Woodford Motor Co., Chester Rd., Woodford, Cheshire. Tel. Bramhall 740. [8671

1935 (Mar.) Bentley 3½-litre Thrupp & Maberly sports saloon, grey, grey hide, radio, good tyres, engine just reboned and not yet run in, ride control, taxed year; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C8011

1948 (April) Bentley steel saloon, mistletoe green, beige upholstery, very clean inside and out, good history, moderate mileage, good tyres, many extras, excellent mechanical condition; £1,550.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St., Newcastle-under-Lyme. Tel. 66266-7-8. [7865

XXX 1935 3½-litre Bentley sports 4-seater coupe with rear trunk by Gurney Nutting; a really outstanding and most attractive example, very fully equipped, ride-control, bumpers, discs, 3 horns, fog lamp, radio, heater, screen washers, etc.; blue with blue leather; must be seen to be appreciated; £625; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

BENTLEY (PRE 1931)

1929 Bentley 4½-litre tourer, owned by enthusiast, in very nice condition; we have been instructed to sell to a good home.

PRICE 300gns.

SANDERSON & HOLMES, Ltd.,

THE Rolls-Royce and Bentley official retailers,

LONDON Rd., Derby. Tel. 47471-6. [C4075

Bentley Cars Wanted

CMCAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0958/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Bentley. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACKOLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W5050

BARTLETT will pay more for good pre-war Bentleys.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

GOOD pre-war Bentley wanted immediately by R. B. Magor, Springfield Lyons, Chelmsford; no dealers. [8882

XXX Excellent cash prices for good Bentley cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Epsom 9400. [W2001

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

GOOD Bentley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Bestow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

1952-3 special-bodied Bentley saloon required for private owner.—Full particulars and history to Acland & Tabor, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3. [W1001

Bentley Spares and Service

ASERVICE unequelled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [81062/R

JACKOLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [83030

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys: full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9, Brixton 4251. [W3068/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BRISTOL

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1953 Bristol 403 saloon, single owner, possibly the best kept Bristol in the country.—Light Car Co. (Quality Cars), Derby. Tel. 43658. [8942

1949 (Sept.) Bristol 400, radio, heater, very well kept and attractive car; £755.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4086

J. H. BARTLETT.—Bristol late type 400 saloon, modified 85c engine, special rear seats at cost of nearly £400 by Bristols, bills available, a really superb example with every extra and refinement; £900.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 405 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" centre of Bristol. Tel. 25280. [8474/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bristol Cars Wanted

GOOD Bristol 401 required.—Ross Motors, Ltd., Hinckley, Leics. Tel. Hinckley 558. [7453

BARTLETT will pay more for good Bristols.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BAWNS BRISTOL, Ltd., for genuine Scout spares, also some second-hand.—170, Coronation Rd., S. Tel. 65025. [2377

BASIL ROY, Ltd.—B.S.A. (Scout model): spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BUGATTI 35hp coupe; £275.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

Bugatti Cars Wanted

BUGATTI type 57 or 57C, give history and full details of chassis and body.—Box 5553. [8818

Bugatti Spares and Service

J. LEMON BURTON Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

H. C. PAUL, Ltd.

1951 Buick 41 D 4-door saloon, Dynaflow, 16,000 miles; £1,095.—52, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

SIMPSON'S offer:—

1949 Buick Super Dynaflow, radio and heater, signals, seat covers, all other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1952 Buick Riviera, very low mileage, heater, radio, loose covers, in immaculate condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1938 (December) Viceroy saloon, black, with radio, in really exceptional condition for year; £265.

KJ MOTORS, Ltd., Bromley. Rav. 3456. [8954

1954-5 Buick special saloon, 7,000 miles only, fitted all extras, a really beautiful car.—Tel. Camberley 1600, Ext. 230. [8395

1952 Buick Dynaflow saloon, left-hand drive, dual silver and blue, 14,000 miles; £1,425.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [5691

1950 Buick super saloon, Dynaflow clutchless drive, fitted radio, heater and every conceivable extra; £775.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9070

A & S Limousine, first registered June 1938, 38hp special Thrupp & Maberly, swept 7-passenger Coachwork, wide forward occasionals, very beautiful condition, private owner, guaranteed. £425.

ALPE & SAUNDERS (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006

Buick Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

CADILLAC (1st reg. July '55) special Coupe de Ville, 9,000 miles, most luxurious car; £2,675.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4056

1954 Cadillac 62 special saloon, 5,000 miles only, every conceivable extra, indistinguishable from new; £3,500.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1951 Cadillac coupe de ville, fully equipped, very low mileage, hydramatic drive; £1,850.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

CADILLAC Fleetwood 1949, dark green saloon, excellent mechanically and in appearance, radio, automatic gear change, Whitewall tyres almost unmarked, under 10,000 miles since last complete overhaul by Cadillac Depot, New York, special coral finish, rubber spray rust and sound proofing underneath, 2 private owners, trial by appointment; £1,250 o.n.o.—Harris, Goring-on-Thames. Tel. 130. [8928

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/1903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1954 Chevrolet Bel Air 2-door, directional signals, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

B. J. HUNTER, Ltd. offer:—

1950 Chevrolet saloon de luxe, all extras including radio and heater; £625.

B. J. HUNTER, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

CHEVROLET

1955 Chevrolet Bel-Air 4-dr. saloon, R.H.D. radio, heater, 4,000 miles; £1,875.

1951 Chevrolet Fleetline saloon de luxe, L.H.D. Powerglide, radio, heater; £945.

1948 Chevrolet Fleetmaster saloon de luxe, R.H.D.; £595.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

£625.—1950 (September) right-hand drive Chevrolet Styleline de luxe sedan, radio, heater.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 9641. [C1069

1948 Chevrolet, really delightful condition, radio and heater, superb condition; bargain figure, £445!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 Chevrolet, radio, heater, immaculate; and 1951 Chevrolet, radio, heater, immaculate.—Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1949 (registered '51) Chevrolet 4-door saloon, heater; £595.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0601/R

CHRYSLER

AUTOSALES (LONDON), Ltd., offer:—

1939 Chrysler 20hp saloon, one owner since new, finished in black, brown leather interior; £250.

1951 Chrysler Windsor de luxe saloon, r.h.d., fluid drive transmission, radio and heater; £1,075.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [8920

CHRYSLER; the very latest 1955 Plymouth 4-door saloon, new and unregistered, R.H.D.; fully automatic Powerflite transmission, radio, heater, one only, list price; £2,268; the main distributors.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds 7. Tel 43405. [8854

1952 Chrysler New Yorker, green with green nylon interior, fitted radio, heater, Whitewall tyres and spot lamps, with hydramatic gears, whole care in immaculate condition throughout; £1,450.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CITROEN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 Citroen Light 15 saloon, grey with red upholstery, carefully used car in excellent condition; £535.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

BENTALLS, Ltd.

1953 Citroen Light 15, black, brown upholstery, radio and heater; £575.—Kingston 1001. [C1093

C. O. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

TOM GARNER, Ltd., offer:—

1954 Citroen Light 15 sln., black, htr., sun roof, 11,000 mls.; £775.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1949 (July) Citroen Light 15 4-door de luxe sunshine saloon, black, red leather, heater, fog-lamps, excellent condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

1950 Citroen 15 saloon, black, brown leather, immaculate; £470.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4925/4124. [C1075

1951 Citroen Light 15, one owner, radio, heater, sliding roof, beautiful condition; £460.—4, Bathurst St., W.2. Tel. Pad. 9230. [8988

1951 Citroen Big 6, l.h.d., complete mechanical overhaul 4 months ago at a cost of £155; the whole car in excellent condition throughout; unrepeatable at £445.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

CITROEN

1953 Citroen 6-cylinder, maroon, sun roof, one owner, 29,000 miles, in good order throughout; £675.—Kentish & Thomson, Ltd., 564, Wickham Rd., Croydon. Tel. Springpark 3477. [C2047

1952 Light 15 saloon, finished maroon with red leather upholstery, one owner only and in nice clean condition throughout; £495.—Grose (Kettering), Ltd., 1, Station Rd., Kettering. Tel. 2861. [8888

MAYFAIR GARAGES, Ltd.—Aug., 1947, Light 15 de luxe 4-door sliding head saloon, black, beige leather, excellent condition throughout; £295.—Balderton St., W.1. Mayfair 3104-5. [C3009

1954 Citroen Light 15 saloon de luxe, black, red hide, loose covers, twin carb. conversion, H.M.V. radio, screen washers, fog and pass lights, superb car; £695; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

325gns.—Citroen Light 15 1948 saloon, sliding head, heater, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Citroen 6, dark green, red hide, new Michelin X tyres, one owner, supplied and maintained by us; a superb example; £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

C.N.K. MOTORS are very good buyers of Light 15s.—353, Finchley Rd., N.W.3. Hampstead 5712.

GOOD Citroen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1. (Sloane 5490.) [0737/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48hrs; all spares stocked. [0585/R

CONNAUGHT

1953 Connaught 2-seater, aerodynamic body, engine rebuilt Laystalls, 110mph, no hood or carpets; £450 o.n.o.—Bailey, 7, Homefield Rd., S.W.19. Wimbledon 1519. [8984

DAIMLER

BENTALLS, Ltd.

1952 Daimler Consort, black, red upholstery, radio and heater; £885.—Kingston-on-Thames, Kingston 1001 [C1093

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1947 Daimler 2½-litre saloon, royal blue with blue leather, many special extras include rim-embellishers, wing mirrors, spot light, etc., very nice example, 3 months' written guarantee, 469gns, or £163 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars in choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [8909

STRATSTONE, Ltd.

DAIMLER 36hp touring limousine (July, 1952), black; £3,950.

DAIMLER 2½-litre special coupe by Hooper (1951), black, red leather, electric operated hood, a unique car; £2,950.

DAIMLER 2½-litre Century saloon (May, 1954), bronze, green leather; £1,350.

DAIMLER 2½-litre special sports coupe (Sept., 1951), maroon/cream, red leather; £1,295.

DAIMLER 2½-litre Conquest saloon (June, 1953), black, red leather; £1,095.

DAIMLER 2½-litre Consort saloon (Aug., 1951), black, brown leather; £795.

STRATSTONE, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

DENHAM'S for Daimler.

1955 Daimler Conquest saloon, blue and silver, 3,500 miles, washers, Underseal, taxed, perfect; £1,395.

1954 Daimler Conquest saloon, black with red leather, 9,000 miles, radio, Underseal, washers, immaculate; £1,225.

1952 Daimler special sports coupe, radio, heater, etc., bench-type rear seat; £1,100.

ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [C1100

BROOKLANDS, Daimler retailers.

1954 Daimler Century saloon, 11,500 miles.

1951 Daimler Barker special sports coupe.

CARS purchased for cash, guarantee.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

H. A. SAUNDERS, Ltd., of Worcester.

1951 Daimler Consort saloon, green with green leather, radio and heater, one owner, 29,000 miles; £725.

AUSTIN House, Castle St., Worcester. Tel. 2369. [C4005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1951 (Nov.) Daimler special sports coupe, genuine 22,000 miles from new, black with blue lower half, really immaculate condition throughout; £1,185.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CHARLES POLLETT, Ltd., official Daimler agents.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1951 Daimler Consort, heater, radio, in superb condition throughout; £750.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1938 Daimler EL24 partition; £400.—Wilson's Garage, Spanish Rd., S.W.18. Vandyke 3620. [8939

1950-51 Daimler Consort saloon, executor's sale, low mileage, one owner, written guarantee; £635.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot: Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3124.

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091.

1952 Daimler Consort, black, brown leather, one owner; car in new condition, guaranteed; £925.

1953 (Oct.) Daimler Conquest, 8,600 miles, one owner, spare unused; immaculate; £995.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

£495!!! 1948 Daimler 2½-litre de luxe saloon, specimen condition, only one owner, about 25,000 miles.

LAMBE OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1955 Daimler Conquest saloon, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

JACK ROSE, Ltd., offer 1953 (July) Daimler Conquest, in black, very clean inside and out; £985.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1938 2½-litre Daimler saloon, excellent condition; £235; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [C4078

1949 2½-litre saloon, black, green leather, very fine condition; £565.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

1954 (June) Century, 16,000 miles, radio, heater, one owner, as new; £1,225.—Tolworth Motors, Kingston By-pass, Tolworth, Elmbridge 2254. [C4081

1951 Daimler Consort saloon, excellent condition, one owner, fitted radio; £735.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333.

1952 2½-litre Daimler special sports coupe, genuine mileage 18,000, a most beautiful example of this model; £1,375.—R. F. Fuggle, Bushey Heath, Herts. [C2017

1948 Daimler 2½-litre sun saloon, black, red, heater, radio, screen washer, 2 owners, 39,000 miles, spotless; £526, taxed.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

ASK Ralph Clewes about your Daimler exchange for a new or used model; write or 'phone the long-established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

DAIMLER Regency saloon, dual silver grey with blue, blue interior, 3,500 miles, superb condition throughout; £2,150.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [7708

1951 (October) Consort saloon, black, brown leather, radio, heater, immaculate condition; £795.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2 & 6479. [C2073

1955 (March) Daimler Conquest saloon, black with brown leather, mileage 15,900, one owner, as new.—St. Johns Motors, Regent Rd., Gt. Yarmouth. [9050

1952 Daimler Consort, black, one owner, radio, heater, fog lamp, windscreen washers, in immaculate condition; £900.—Bob Gerard Cars, Abbey Lane, Leicester. [7900

1951 Daimler Consort saloon, black, brown leather, heater, one owner, a fine car, positively unblemished; £835, written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

DAIMLER Consort 1952 model, heater, radio, nominal mileage, one owner and perfect condition; £765.—Ken Wharton & Co., Bearwood Rd., Smethwick, Birmingham 41. Bearwood 1325; open 8-8. [8645

CASE'S MOTOR MART.—1952 Daimler Consort 2¼ saloon, black, unblemished, genuine 21,000 miles, one owner; £895; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ROSE & YOUNG, Ltd., offer 1955 Daimler Conquest saloon, 1,000 miles only, few weeks old, virtually new; £1,325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1935 Daimler Straight-8 7-seater limousine by Hooper, new tyres, face-forward occasionals, upholstered in cloth, very clean and in superb condition; must be seen to be appreciated; £265.—Wes. (London) 5315. [5155

1940 Straight 8 Daimler, fitted with beautiful full razor-edge 4-door sports saloon body by Freestone & Webb; this car was not put on the road until 1948, since when it has only done a small mileage and must be seen to be truly appreciated; offered at £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

DAIMLER

1953 Daimler Conquest saloon, black, fawn leather, one owner, 18,000 miles, meticulously maintained and hardly distinguishable from new; £995; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1953 Conquest saloon, 11,000 miles, heater, taxed, one owner, very exceptional, unmarked; reason for sale new Conquest convertible; A.A. inspection invited! £985.—T. & F., 10, Winchester Mews, N.W.3. Pri 6159. [8768

BY order of executors, 1952 Daimler 2½-litre Consort saloon, black, brown leather, loose covers, heater, one owner, quick disposal; £785.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

DAIMLER 2½-litre special sports Barker drop head coupe, finished in most attractive fawn and brown, first registered 20.2.51, supplied by us new and maintained regardless of cost through us to sole owner, a really beautiful specimen; £1,275.

DAIMLER Conquest saloon, green, supplied by us new to late owner, April, 1954, and serviced solely by us, radio, heater, 12,000 miles, completely without blemish; £1,250.

WALKER & WARD, Ltd., Daimler Distributors, Warwick Place, Cheltenham. Tel. 3814-6. [8744

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A & S require EL.24 or 36hp Limousines, good prices for genuine vehicles.

ALPE & SAUNDERS LTD. Providence Court, North Audley Street, London, Mayfair 2941. [W1006

ALMOST new Daimler required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

MODERN 27/36 hp 7-passenger limousine urgently required.—Please address, Woodbury, Sheen Common Drive, Richmond. [W1103

DAIMLER 27 or 36hp 7-seater limousine urgently required, post-war, highest prices paid.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [W4022

WANTED, nearly new Daimler saloon, details and price; distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Daimler Spares and Service

KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 64, Eden St., Kingston. Kingston 2241. [8405

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0236/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

195gns.—Delage late 1936 D6/70 sports saloon, sliding head, leather, i.f.s., excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DELLOW

1951 (August) Dellow 2-seater, well maintained with very lively performance.—Apply Bale's Garage, Ltd., The Square, Banstable. Tel. 4161. [8761

DE SOTO

SIMPSON'S offer:—

1954 De Soto V8, Powerflite transmission, power brakes and steering, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

D.K.W.

DKW crankshafts, Auto Union branded, new standard model £21/10 net, new circular model £26/10 net.

REAL service and good prices allowed in part-exchange; cars bought for cash.

B & M GARAGES, Ltd., 42a, St. Michael St., Paddington, W.2. Pad. 6877. [0016/R

D.K.W. Spares and Service

REPAIRS! Guaranteed gear boxes, engines, parts, seat covers; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [8410

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra. 0323.

DODGE

1954 Dodge Kingsway (Sept., '54), r.h.d., under 5,000 miles, as new; £1,595.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

REMARKABLE opportunity to secure no gears 1946 Dodge fluid-drive saloon, fitted heater, r.h.d., effortless and foolproof driving; £475; absolutely unrepeatable and incomparable bargain!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

DYNA-PANHARD

1952 750cc 4-door saloon, 12,000 miles, one owner, exceptional value; £625.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

FIAT

DICKS

1940 Fiat 500 coupe, full foursome, just recellulosed and new hood; £235.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1078

J. DAVY, Ltd.

DISTRIBUTORS.

1100—A saloon, in green with beige, heater, 5,000 miles only.

T.V.1100, in duo grey/plum, first registered 1955; £895.

EARLY delivery on 600, 1100, 1100 T.V., 1400, demonstration models available.

J. DAVY, Ltd.

THE Fiat distributors.

180-4 Kensington High St., W.8. Western 9641.

215 Brompton Rd., S.W.3. Knightsbridge 4211. [C1069

H. C. PAUL, Ltd.

1955 Fiat 1400 saloon, mileage 7,000, radio, loose covers; £895.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2.

MAYFAIR GARAGES, Ltd.

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists, have 2 600 demonstrators in stock for your use; also 1100 and Aronde for very early delivery.—Below.

MAYFAIR GARAGES, Ltd.—Extensive stock of used Fiats with 3 months' guarantee; price list and copy of "The Autocar" road test on request (please state model).—Below.

MAYFAIR GARAGES, Ltd.—One only new unregistered 500c Belvedere station wagon for immediate delivery; also 500c coupe.—Below.

MAYFAIR GARAGES, Ltd.—500c ohv convertible coupe, registered 1953, in olive grey, very attractive car; £425.—Below.

MAYFAIR GARAGES, Ltd.—500b ohv Belvedere station wagon in silver grey and wood, loose covers, heater; £395.—Below.

MAYFAIR GARAGES, Ltd.—1949 500b ohv hard top coupe de luxe, finished in blue with Italian upholstery, exceptional condition; £295.—Below.

MAYFAIR GARAGES, Ltd.—500 2nd series convertible coupe, black, fully reconditioned engine, very smart car; £245.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series full 4-seater convertible saloon, grey, attractive and economical car for 4 adults; £195.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series coupes, choice of 3 in maroon, black or cream; £195 each.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508c 4-door pillarless saloon de luxe, black; £195.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 hard top l.h. drive coupe, reconditioned engine 2,000 miles ago; £125.—Below.

MAYFAIR GARAGES, Ltd.—Any make of care or m/cycle taken in exchange for Fiats at highest allowance prices and current h.p. terms.—Below.

MAYFAIR GARAGES, Ltd., 100% Fiat Service, 7, Balderton St., W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C3009

C. V. RUSHMER AUTOMOBILES, Official Fiat Agents.

600, 1100, 1100 T.V. in stock.

1955 500C convertible, 5,000 miles, one owner, guaranteed; £485.

1955 600, just run-in, showroom condition, guaranteed.—45, Holland Park Mews, W.11. Park 5731. [C3064

S & S MOTORS, Fiat specialists, deal only in Fiat cars, new or second-hand; sales, repairs and spares.—Below.

S & S MOTORS.—Generous allowance on your old Fiat, for new model early delivery.

S & S MOTORS.—1939 4-seater, excellent condition; £210.—165a, Westbourne Grove, W.11. Bayswater 1644. [8413

BASIL GASK AUTOMOBILES are specialists in pre-war 500s, 1100s and 1500s at moderate prices.—Contact us first at 200, London Rd., Kingston-on-Thames. Tel. Kin. 5622. [0291/R

LADY offers Derrington sports Fiat 500 cabriolet model, regd. March, 1951, resprayed silver/blue, new seat covers, lining, tyres excellent, special Ford 8 engine; £235.—Hollins, Riber House, Gartree Rd., Leicester. Cadby 392. [8760

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0095/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned benchtested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [81071

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war Ship saloons available.

'PHONE Harrow 4382 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (op. Bus Depot). [0099/R

1955 Ford Anglia, green, heater, taxed, 250 miles; best cash offer.—Box 5583. [8944

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

RICHARDS & CARR, Ltd., are always best value.

1955 (July) Anglia, 110 miles, black, as new; £585.

1954 Anglia, 12,000 miles, grey, virtually unmarked; £530.

1954 Anglia, 15,000 miles, Edinburgh green, heater, chrome bumpers, screenwashers, really immaculate; £545.

35 Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045

1953 Anglia, one owner, small mileage, taxed; £365.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Ambassador 5266. [C2053

1950 Ford Anglia, fawn, reconditioned engine, heater; £295.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

FORD Anglia, excellent; £325; 10hp, 1949; available after August 10th; quick sale.—Box 5561. [8900

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

1948 Ford Anglia saloon, one owner, total mileage 18,000, in excellent order throughout; £295. [C2058

1955 Ford Anglia utility, brand new, works mileage, 2-tons grey; £595.—Vigilant 4767. [8837

1955 (July) Ford Anglia saloon, black, mileage 700, as new; £575.—St. Johns Motors, Regent Rd., Gt. Yarmouth. [9052

1954 Ford Anglia, 12,000 miles only; £525.—Ace of Spades, Great West Rd., Hounslow, Hounslow 5476. [C2050

1955 Ford Anglia saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 (March) Anglia, one owner, fawn, spotlamp, reconditioned engine, guaranteed; £375.—Campbell Symonds, Perivale 4456. [C1037

BRUTONS.—1954 (August) Anglia, Edinburgh green, 7,000 miles, one owner, heater, as new, taxed year; £558; terms; exchanges.—1a, Lesham Gardens Mews, W.8. Fremantle 9129. [C1104

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloon, blue/blue, 4,000 miles, heater, extras, £549; 1953, black/brown, 9,000 miles, £599; 1949, £319; terms, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

W. HAROLD PERRY require Ford Anglia cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

FORD (8 h.p.)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1939 Ford 8, choice of 3, £185; 1939 Ford 8, seat covers, £195; 1947 Ford 8 utility, choice of 3, £245; 1955 Ford 8 saloon, reconditioned engine, £75.—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

165gns.—Ford 8 1939 de luxe saloon, very good condition; choice of 2 Ford 8's; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

W. HAROLD PERRY require Ford 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

FORD POPULAR

CAR MART, Ltd.

1953-54 Ford Popular saloon, black with red upholstery; £365.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

1954 Ford Popular, blue, many extras, genuine 10,000 miles only; £585.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8801

1954 Ford Popular, extras; £585.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9057

1954 Popular, 7,600 miles, beige, practically as new; £530.—Beardmore, 26, Queensway, W.2, Bayswater 0158. [C1015

1954 Ford Popular, almost as new; £585.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 Ford Popular, Dorchester grey with blue leather upholstery, immaculate condition; £399; £155 deposit.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/9353. [C3083

1954 Ford Popular saloon, one owner, blue, loose covers, shelf and other extras, chrome bumpers; £385.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage; several from £359; terms, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1954 Popular saloon, black, 8,500 miles, flashing Trafficators, parcel shelf, twin wipers, driver's visor heater, one owner, excellent condition; £390.—Cory, East Wittering, Chichester, Sussex. West Wittering 2274. [8971

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

W. HAROLD PERRY require Ford Popular cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Prefect saloon, Dorchester grey with red upholstery, heater, twin wing mirrors, one owner, mileage 5,500, excellent condition; £645.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0099/R

CARRS AUTO SALES, Ltd., offer:—

1952 Ford Prefect, dark green, immaculate, 14,000 miles; £425.

STANDARD House, South End, Croydon. Tel. Croydon 6099 and 0266. [C1102

1947 Ford Prefect, privately owned; £300.—Tel. Howard 2185. [8781

1955 Prefect, genuine works mileage only, green, heater, taxed year; £645.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. [C3005

1955 Ford Prefect, heater, leather, many extras, black, genuine 3,000 miles only; £645.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8796

1953 (August) Prefect, black, immaculate throughout; £465.—Jack Poxner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

FORD Prefect '47, blk., one lady owner, 28,000m., v.g. condition; £290.—Norton, 3, Bolingbroke Grove, S.W.11. [8998

BRUTONS.—1955 Prefect, 35 miles, blue, as new, taxed year; £650; terms, exchanges.—1a, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104

1949 Ford Prefect saloon, leather, recon. engine, unmarked, guaranteed; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053

1955 Ford Prefect saloon, blue, quite new, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Ford Prefect, 9,000 miles, heater, extras; £625.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1954 (Oct.) Ford Prefect saloon, black, leather, 3,000 miles only; £635.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1950 Ford Prefect saloon, black, brown leather, new engine, excellent, guaranteed; £405.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1950 Ford Prefect saloon, recon. engine, superb condition, guaranteed; £385.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109. [C4053

1950 Ford Prefect, beige, beige interior, fitted heater, all good tyres, excellent condition; £395.—Hillwood Motors, Mill Hill (London) 4232. [8869

1953 Ford Prefect, green, one owner; £425, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£635.—1955 Prefect de luxe, heater, etc., nominal mileage, must be seen.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bath. 1107-8-9. [C2024

£365!—Ford Prefect 1949 saloon, beige, heater, screen washers, Flamethrower, etc., a really superior example; terms, exchanges.—Cardinal Motors, Ltd., Hythe Bridge St., Oxford. Tel. 4344. [8969

1952 (Nov.) Ford Prefect saloon, green, leather, 10,500 miles, undersealed, one owner, excellent condition, taxed year; £445.—Drayton, 65, Summerville Gardens, Cheam, Surrey. Vigilant 8685. [8822

295gns.—Ford Prefect October 1948 saloon, black, green leather, carefully used; choice of 3 Prefects; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (Jan.) Ford Prefect, black saloon, fawn and red leather, excellent condition, one owner, moderate mileage, taxed year; £485.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 (December) Consul saloon, black, red leather upholstery, heater and radio; £575.

1953 (October) Consul, black, leather, heater, undersealed, windtone horns; £595.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

HPG

A BLACK-AND-RED Consul saloon, September, 1953, one owner, genuine mileage, just like new, fitted heater, and taxed for the year; £610 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208/2031. [C1088

BENTALLS, Ltd.

1953 Ford Consul, beige, red leather, radio, heater; £595.—Kingston-on-Thames. Kingston 1001. [C1093

RAYMOND WAY.

RAYMOND WAY, East London branch.

1952 Consul, fawn with biscuit interior, fitted radio, heater, Rimbellishers, wing mirrors, mascot, long-range head lights, spare wheel cover, etc., one owner; 6 months' written guarantee; 539gns, or £190 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [8906

CAR MART, Ltd.

1953 Ford Consul convertible, heater, black with red leather upholstery; £775.

1953 Ford Consul saloon, heater, grey with red upholstery; £595.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

CHIPSTEAD MOTORS, Ltd., offer:—

1953 (July) Ford Consul, black, radio, heater, one owner; £625.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1954 Ford Consul, black, leather upholstery, heater, etc.; £645

1953 (Aug.) Ford Consul saloon, Dorchester grey, red leather upholstery, heater, spot lamps, one owner; £595.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

£515!!!—1952 Ford Consul saloon, beautiful condition, choice two.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6232-3-4. [C2052

1951 Ford Consul, special colour, radio, heater, low mileage, one owner; £535.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8800

1953 Ford Consul saloon, perfect body condition, with heater and leather upholstery; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1953 Ford Consul saloon, blue, heater, loose covers; £595.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1955 (June) Consul, 1,500 miles, leather, heater; £745; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065

1951 (November) Ford Consul saloon, beige/brown leather, radio, heater, taxed year, one owner, nominal mileage; £520.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076. [C1107

1955 Ford Consul, black, heater, leather, low mileage, practically shop-soiled only, taxed; £740.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8799

1954 (model) Ford Consul, black with red leather, one titled owner, 9,000 miles, heater, H.M.V. radio, nylon seat covers; £675. [C1083

1953 Ford Consul, covers, heater, small mileage; £650; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5223 and 5774. [C4054

1953 Consul, black, wonderful order; £592.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019

1954 Ford Consul saloon, black, red leather, heater, low mileage, as new, guaranteed; £655.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1953 model Ford Consul, heater, one owner, excellent condition throughout; £545.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 Consul, grey red leather, many extras, immaculate; £550; deferred.—Syd Hall, "Ford Service," 9a, Black Lion Lane, Hammersmith. Riverside 6250. [9058

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloons, low mileage, heater; several from £629; terms, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1954 Ford Consul, Dorchester grey, red leather, export model, r.h.d., 12,500 miles, heater, one owner, immaculate; £640.—Holmes, Glanbrogan Hall, Llanfechain, Mont. [8829

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

!!! £495; 1952 series, two-tone Consul, leather, ••• mechanically first class, very nice appearance, a wonderful bargain, written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., Ford agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065/1

1954 Ford Consul, choice of 2, black and green, both cars highly recommended; £675 and £625 respectively.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1954 (Aug.) Consul, black, red leather, heater, Lucas spots, armrests, washer, etc., Philco radio optional, 12,000 miles, taxed Dec., quite immaculate; £650.—Berry, 35, Grasmere Rd., Huddersfield. Tel. 4453. Office 2189. [9041

675 gns.—Ford Consul 1955 model saloon, leather, radio, heater, passlight, one careful owner, 10,000 miles, spare unused; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6401. [C4018

Ford Consul Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

W. HAROLD PERRY require Ford Consul cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621 [W3042

FORD ZEPHYR

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Zephyr Six saloon, black, red leather upholstery, heater, seat covers, one owner, excellent condition; £595.

1954 Zephyr Six saloon, Dorchester grey, with red leather upholstery, heater, Ace Rimbellishers, one owner, excellent condition; £650.

1955 Ford Zephyr convertible Winchester blue, blue leather upholstery, heater, power-operated hood; £875.

1955 (April) Ford Zephyr, Dorchester grey with heater, mileage 1,900 only, as new; £735.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Ford Zephyr saloon, Dorchester grey coachwork, with red leather upholstery, radio and heater, one owner, modified rear axle just installed; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6; Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

NEWNHAMS, Ltd.

1953 Ford Zephyr saloon, excellent condition throughout; £595.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1954 Ford Zephyr convertible, low mileage, power hood, radio, heater; £825.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE, offer:—

1953 Ford Zephyr saloon, grey/red leather, radio and heater, in outstanding condition; £645.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1954 Ford Zephyr saloon, black with red upholstery, fitted radio and heater, 7,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WESSEX MOTORS, Bridge St., Andover.

PART of the Henly Organization.

1954 drop head coupe, power top, radio, heater; choice of 2; 7 days' trial; 4 months' guarantee.
TEL. Mr. Harnett at Andover 2326.
WESSEX MOTORS, Bridge St., Andover. [C4087

COOMBS & SON (GUILDFORD), Ltd., offer:—

DECEMBER 1953 (1954 model) Ford Zephyr, Raymond Mays conversion, black and red leather upholstery, fitted with heater, radio, Burgess exhaust system, hard rear shock absorbers, Toledo Woodhead stabilizers on rear axle, spot and fog lamps, reversing lights, wind screen washers, Drok upper cylinder lubricator, Laycock De Normanville overdrive, Town and Country tyres, also standard equipment available; £775.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherines, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

FORD ZEPHYR

CHARLES FOLLETT, Ltd., official Ford agents, offer:—

FORD Zephyr 1953 (Nov.) 1954 features; green and beige, loose covers, screen wash, heater, 2 wing mirrors, one owner, exhibition condition, 3 months' guarantee; taxed year, part exchange, h.p. facilities; £645.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 Ford Zephyr saloon, black, red leather interior, heater, many extras; £615.

1952 Ford Zephyr saloon, black, red leather upholstery, radio heater, spot lamps, one owner; £565.

1952 Ford Zephyr saloon, Canterbury green, beige leather interior, radio, heater, one owner; £575.

W. J. BROWN, Ltd., Ford distributors for 50 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

1953 Ford Zephyr de luxe saloon, blue, leather, heater, radio, 12,000 miles only, one owner; £595.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1955 Ford Zephyr, 6,000 miles, radio, heater, leather, taxed year, indistinguishable from new; £795.—Below.

1952 Ford Zephyr, immaculate throughout, heater, leather; £535; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C4089

1955 Zephyr, 8,000 miles, leather, heater, radio, washers; £740.—Barrett, 15, High Moor, Halton, Aylesbury, Bucks. [9003

1953 Zephyr, black with red leather, radio and heater, a one owner car in immaculate condition, taxed year; £595.

K. J. MOTORS, Ltd., Bromley, Rav. 3456. [8952

1954 Ford Zephyr, green, radio and heater; £650.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1085

8000 miles only.—1953 Ford Zephyr, black/red leather, heater, radio, Ace Rimbellishers; £585.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4062

1954 Zephyr, grey, red interior, fitted radio and heater, many other extras, genuine 15,000 miles only; £660.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1955 Ford Zephyr, 1,000 miles only, leather, heater, Ace embellishers, windscreen washers, in every way as new; £775.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 (September) Ford Zephyr, duo blue, radio, heater, seat covers, 14,000 miles; £625.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Ford Zephyr, blue with grey leather upholstery, fitted with heater, windows, etc., one owner, low mileage, cost £575.—Conway Motors (Hove), Ltd., 107, King's Rd., Chelsea. Flaxman 7636 and Hove 30107. [C1105

1954 (May) Zephyr convertible, Dorchester grey with red leather, heater, radio, Ace Rimbellishers and many other extras, one owner, under 7,000 miles, cost nearly £1,100; now offered at £799.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

ZEPHYR Convertible, '54 model, power operated, 2-tone (maroon/grey) hide upholstery, heater, H.M.V. radio, overdrive, Raymond Mays conversion, twin spots, washers, etc., etc.; £850.—Smith, 22, Beaudesert Rd., Handsworth, Birmingham, 20. Northern 2594. [9014

1954 (December) Zephyr convertible, Dorchester grey/red hide upholstery, fitted heater, twin spot lights, Ace Rimbellishers, screen washers, seat covers and matching rubber mats, engine fitted with high compression head, Servais exhaust unit and Laycock overdrive, under 10,000 miles; £895, triple carburetter conversion also available £20 extra.
H. E. NUNN & Co., Ltd., Main Ford Dealers, 282, Bury New Road, Manchester, 7. Tel. Broughton 2201. [8765

1954 Ford Zephyr saloon, blue, blue leather, heater, blue rubber mats, genuine 15,000 miles only, twin fog and reverse lamps, wing mirrors, 4 new tyres, compression raised to 7.5, polished ports, Servais exhaust manifold and twin silencers, whole car in superb order having been carefully maintained by experienced enthusiast, complete service record available; £660.—T. Alexander Cameron, "Iona," Greenway Close, Totteridge, London, N.20. Tel. Hillside 1269 or daytime Primrose 2245. [8935

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. [W1066

ALMOST new Zephyr required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, 1953-54 Ford Zephyr, must have radio, heater and be under 15,000 miles, and faultless.—Altwood Garage, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [W1107

FORD ZODIAC

1954 Ford Zodiac, radio, all extras, low mileage, cost over £900, £750.
STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7554, Hounslow 4606, Newmarket 3126. [8809

1954 Zodiac saloon, finished in dual tone Dorchester grey and Winchester blue, fitted De Normanville overdrive on second and top, radio, external sun visor, a one-owner car, in immaculate condition; £775.
K. J. MOTORS, Ltd., Bromley. Rav. 3456. [8956

FORD ZODIAC

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr Zodiac, Dorchester grey/Winchester blue, with all-wave radio, 11,500 miles; £745.

1954 (first registered December '53) Zodiac, grey/green, all the usual accessories and refinements, low mileage, one owner, excellent condition; £725.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3048

NEWNHAMS, Ltd.

1954 (Oct.) Ford Zodiac, 7,800 miles, one owner, as new; £765.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

WARWICK WRIGHT, Ltd., offer:—

1954 (October) Ford Zephyr-Zodiac saloon, black with fawn and grey upholstery, fitted heater, 6,000 miles; £775.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4046

WOOD & LAMBERT, Ltd., main dealers.

ZODIAC (July, '54), grey/blue, De Normanville overdrive, H.M.V. radio, low mileage; £750.
49, Stamford Hill, N.16. (Sta. 3434.) [8656

1955 Zodiac saloon, grey and green, 1,000 miles, as new throughout; £825.—Robbins, East Putney. Tel. 7881. [C3010

1955 Ford Zodiac, 5,000 miles, fitted radio, indistinguishable from new; £825.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

JACK ROSE, Ltd., offer: 1954 model Zodiac with overdrive, in green and grey, interior to match, almost unmarked; £715.—Stafford Rd., Wallington, Surrey. Wall 6677. [C3056

1954 Ford Zodiac in green and grey, with two-tone upholstery, one careful owner, heater, screen washer, whitewall tyres and all extras, superb condition; £745.—Hillwood Motors, Mill Hill (London) 4232. [8870

!!! £735; 1954 Zodiac grey/green, 14,000 miles, one ••• owner, radio, heater, whitewall tyres, screen-washers, wing mirrors, twin spotlights, reversing lamp, fine condition throughout, written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., Ford agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065

FORD (V.8)

1949 Ford Pilot, excellent condition; £289.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 Pilot saloon, radio, heater, immaculate throughout; choice of 2; £389.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

1948 Ford Pilot saloon, leather; £295.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3060

1951 Ford Pilot, black, radio, heater, many extras; £395.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039/5306. [C4074

1936 Ford model 68 drop head coupe, in outstanding condition, must be seen; £145 or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FORD 1951 Pilot saloon, a magnificent example, fitted radio, heater, screen wash, etc., very low mileage, almost as new throughout; £580 or £127 down.—Harry Davies Car Sales, 359, High Rd., Willesden, N.W.10. Willesden 7172. [8523

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

1949 Ford Customs 4-door saloon; £550.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

AMERICAN FORD

SIMPSON'S offer:—

1953 Ford Customline 4-door saloon, fitted all extras.

1951 Ford Customs de luxe, 2-door, many other extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691-3903. [C4015

ACRES offer 1951 Ford Customs, bronze and stainless steel, heater, radio, as new; £895.
ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

FORD Customs V.8, 4-door saloon, radio and heater; £550.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4038

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

1953 Ford Customline 4-door saloon, a full de luxe model with every extra including radio, whitewall tyres, low mileage, one owner; terms, exchanges; £1,175.—D. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. [C4084

American Ford Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/3903. [W4015/R

UTILITY—FORD OR OTHER BODIES

1934 Ford 8 utility; £45 or £22/10 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Ford Miscellaneous Cars Wanted

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Miscellaneous Cars Wanted

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4455 (5 lines) [0514/R

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0538

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned B8 engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [0786/R

FRAZER NASH

MILLE-MIGLIA, 1952, streamlined 2-seater, low mileage, respraved white, new rimless Perspex sidescreens, large wrap-around window in hood, four new Michelin X tyres, new 3.5 crown wheel and pinion, winkers, luggage grid, above work recently carried out by Frazer-Nash, always taken for new car; for sale or would take modified XK120 with wire wheels and cash in exchange.—Tel. Nottingham 63286. [9015

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

345 gns.—Frazer Nash-B.M.W. 1938 328 sports convertible, silver grey, red leather, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 (registered 1940) Frazer Nash-B.M.W. type 321, 2-litre 4-seater cabriolet, one owner since new, always maintained here, recellulosed, new hood; £325.—A. F. N., Ltd., London Rd., Isleworth. Hou. 0011. [C2015

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1948 Duncan Healey 2½-litre Sports 2-seater, British racing green cellulose, extremely fast, history available, taxed December; 429gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BROOKLANDS.—Individuality.

1953 Healey 2.4-litre d/h coupe.

1953 Healey 2.4-litre Tickford saloon.

CONFIDENTIAL terms; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

GLANFIELD LAWRENCE, offer:—

1948 Healey 2½-litre saloon, with special coachbuilt Simca body, a truly distinctive car; £455.—407, High Rd., N.12. Finchley 0091. [C2053

1950 Elliott saloon, sliding roof, heater, grey, 36,000 miles; £560.—Tho. 3473. [8776

BRYCE MOTORS, Birmingham Rd., Stratford-on-Avon. Tel. 2700.—1952 Tickford Healey saloon, type B.T.F, radio and heater; £725. [8784

J. H. BARTLETT.—Healey 1951 Tickford saloon, radio, heater, sunshine roof, one owner, choice of 3 at £675, £625 and £595.—27, Pembridge Villas, W.11. Bay. 0523. [C1015

1949 Sportsmobile 4-seater convertible, basically good, requires detail bodywork, unrepeatable bargain; £425.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1948-49 (November) Healey 2.4 saloon, Duncan body in red, car recently completely overhauled.—Apply County Motors (Carlisle), Ltd., 14a, Botchergate, Carlisle. Tel. 24387. [8785

ROSE & YOUNG, Ltd., offer: 1949 Healey Sportsmobile 4-seater sports, exceptional condition, blue; £545.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1953 registered Healey Silvertone 2-seater sports, red with beige upholstery, excellent tyres and superb mechanical condition, modified exhaust, complete with detachable hard top conversion for winter motoring; truly exhilarating performance; any trial for genuine buyer; £525.—Kingham, 8, Shirley Court, Sedley Rise, Loughton, Essex. [8838

Healey Cars Wanted

RICHARDS & CARR Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045

BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Hillman Minx Mark VII convertible, black with heater and wheel trims, very nice condition; £625.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

DICKS.

1947 Hillman Minx foursome coupe; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1951 Hillman Minx phase IV saloon, a really immaculate example, carefully driven and maintained by one owner, taxed, radio and heater; 469gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

NEWNHAMS, Ltd

1952 Hillman Minx saloon, excellent condition; £525.

NEWNHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

1954 Hillman Minx II model saloon, heater, grey with red upholstery; £625.

1953-54 Hillman Minx II model saloon, heater, green with beige upholstery; £585.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

DECEMBER, 1952 Hillman Minx saloon, one owner, low mileage, taxed, heater, perfect example; £535.

1954 Hillman Minx saloon, heater, etc., one owner, taxed, choice of two; £625.

1953 Hillman Minx saloon, heater, taxed, one owner, mileage, outstanding condition, choice of 3; £580.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

PHILIP RICKARDS, Ltd., offer:—

1953 (April) Hillman Minx drop head coupe, green/beige, radio, 15,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

H. A. SAUNDERS, Ltd., offer:—

CHOICE of several small-mileage Hillman Minx saloon models; from £595.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1954 (October) Hillman Minx Mark VIII saloon, mountain grey with red upholstery, fitted heater, 11,000 miles; £680.

1954 Hillman Minx Mark VII saloon, black with red upholstery, 7,000 miles; £655.

1953 Hillman Minx Mark VI saloon, black with red upholstery, 14,000 miles; £595.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623), offer:—

1953 Hillman Minx saloon, black; £495.

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Phase V Hillman Minx saloon, fitted H.M.V. radio, heater, seat covers, overriders, taxed year, in exceptional condition throughout; £555.

1951 Hillman Minx saloon, finished in claret and cream and fitted heater, overriders and wing mirrors, in very good order; £495.

1951 Hillman Minx drop head coupe; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Hillman, £345; 1939 Hillman Minx, black, £195; 1947 Hillman Minx saloon, £345; 1940 Hillman Minx, £195; 1939 (1940 model) Hillman, £150.—555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£365.—Hillman 10 1948 saloon, excellent throughout, choice 4; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1954 Minx d.h. coupe, blue/red, radio, heater, twin spot lamps, wing mirrors; £595.—Below.

1954 Hillman Minx, grey/red, heater, low mileage; £660.—Odeon Motors, Ltd. Bar 1144. [C3028

£565!!!—1953 series Hillman Minx de luxe saloon, one owner, about 25,000 miles, choice 2.—Below.

£345!!!—1947 Hillman 10 convertible, carefully used, excellent value.—Below.

£255!!!—1939 Hillman 10 de luxe saloon, recently overhauled.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

HILLMAN 10

PHŒNIX MOTOR Co. (SURREY), Ltd.,

FOR all Rootes Group products.

1954 Hillman Minx Mark VII saloon, black and red, fitted heater, 19,000 miles only; £615.

MANY other models available.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1954 Hillman Minx, black, genuine 5,000 miles only, immaculate condition; £635.

STEELE GRIFFITHS Camberwell Green, S.E.5. Tel. your Regional Depot Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8797

1955 Hillman Minx de luxe saloon, June delivery, 200 miles only, taxed; £735 or offer.—Box 5311. [C4059

1953 Hillman Minx, one owner, excellent condition; £565.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1948 Hillman Minx saloon, Phase II, two owners, only 35,000 miles, well maintained; £350.—Write J. R. Shelley, Holwood, Keston, Kent. [9036

1952 Hillman Minx convertible, all extras; £525.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3090/1

AZ MOTORS offer Hillman Mark V 1952 convertible; compare price, £475!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 Hillman Minx saloon, grey, loose covers, spot lights, immaculate; £525.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1955 Hillman Minx de luxe saloon, works mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 Minx estate, in magnificent condition throughout; £625, written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1953 (Oct.) Hillman Minx Phase VI saloon, black, red leather, loose covers, good tyres, car in excellent condition, one owner, taxed year; £575, below.

1953 (June) Hillman Mk VI saloon, green, fawn, heater, genuine one-owner car, carefully driven for 19,000 miles only, taxed year; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1955 Hillman Californian saloon, 8,000 miles, one owner, immaculate.—Joseph Tomlinson & Sons, 43/67, Ecclesdall Rd., Sheffield. 'Phone 20103. [9020

1950 Hillman Minx saloon, green, brown leather, heater, covers; £445.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1938 Hillman 10 de luxe saloon, engine completely overhauled, a really clean car bargain; £175.—A. Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011/1

PRIDE & CLARKE, Ltd.—1954 Hillman Minx saloon, 5,000 miles, heater; £639; terms, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1953 Minx saloon, blue, red leather interior, seat covers, roof rack, etc., 9,000 miles, exceptional condition; £575.—Robbins, East Putney. Tel. 7881. [C3010

475 gns.—Hillman Minx late 1951 Phase IV convertible, Cambridge blue, heater, PVC hood, excellent condition; terms, exchanges.—Rowland Smith. Below.

445 gns.—Hillman Minx 1951 Phase IV saloon, pastel green, carefully used; terms, exchanges.—Rowland Smith. Below.

275 gns.—Hillman Minx 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

1953 Hillman Minx, one owner, low mileage; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£495.—1952 Hillman Minx drop head coupe, one owner, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1949 Hillman Minx Phase III saloon, beige, red interior, fitted heater, wing mirrors, tyres almost new; excellent value, £445.—Hillwood Motors, Mill Hill (London) 4232. [8371

HILLMAN Minx d/h coupe, 1953 (Dec., 1952), black and red, 28,150 miles, extremely well maintained throughout by one careful owner, guaranteed; £545 cash, deferred or part exchange.

E. J. BAKER & Co., Ltd., Dorking 3822. [8857

1953 Minx Mark VI saloon, one owner, heater, screensprays, just overhauled, genuine bargain; £545.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1954 (model) Hillman Minx saloon, black, red leather, moderate mileage, one owner; £615.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1954 Hillman Minx saloon, claret with fawn interior, fitted heater, low mileage, and in showroom condition throughout, taxed; £625.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1955 Hillman Mark VIII ohv saloon, black, fawn upholstery, almost 10,000 miles, in perfect condition, fitted heater and other extras; reluctantly, owner selling to get married; offers!—Tel. Gosport 88992. [8975

HILLMAN (March, 1953) drop head coupe, blue, in excellent condition (Undersealed, radio, heater, clock, 2 mirrors, fog lamp), one private owner.—May be seen Hadlows Garage, Palstow Lane, Bromley, Kent. (Rav. 8866—Mr. Bird.) Inspection and offers invited. No dlrs. [8940

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1954 (July) Hillman Californian, ivory and black, 14,000 miles, one owner, heater, Ace Rimbellishers, twin spot lamps, etc.; £685.—Chantry Motors, Ltd., 26-30, Uxbridge Rd., Ealing, W.5. Ealing 4161. [8947

1953 (May) Hillman Minx d/h coupe, 21,000 miles, one owner, taxed December, extras include heater, Trico washer, twin mirror; clean, carefully maintained car; £530, o.n.o.—Tel. 767, Oliver, 64, St. Andrews Rd., Bp. Auckland. [8830

HILLMAN HUSKY

1955 (Nov., 1954) Hillman Husky, light green, literally unblemished; £585.
WALKER & WARD, Ltd., Warwick Place, Cheltenham. Tel. 3814-6. [8745

1955 (Aug.) Husky, unused, taxed Dec., privately owned.—Tel. Eastbourne 5032. [9042

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROOTES, Ltd., DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
WROTHAM HEATH.—(Borough Green 4.)
ROCHESTER.—(Chatham 2231.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409/R

HILLMAN Californian saloon required. 1955.—61, Alresford Rd., Winchester. [W1010

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766. [W2037

ALMOST new Hillman required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2675. [W3016

Hillman Spares and Service

NORMAND, Ltd.
HAVE your car serviced by the experts.
SATISFACTION guaranteed.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0037

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

HOTCHKISS

ELM AUTOSALES, offer:—

1939 Hotchkiss 16hp cabriolet 4-seater, superbly attractive, low slung car finished in royal blue with blue leather interior; £235.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

G & M ALFREDS (1956), Ltd.—1950 (series) Hotchkiss 4-door Paris-Nice model, late property of the late Lord —, above average condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0570

H.R.G. 1100cc 1950 sports 2-seater, excellent condition; £595; exchanges; terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

345 gns.—H.R.G. 1947 1½-litre aerodynamic sports 2-seater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0594/R

HUDSON

AUTOSALES (LONDON), Ltd., offer:—

1950 Hudson Pacemaker de luxe saloon, fitted radio and heater, finished in green, an exceptional car; £750.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [8921

1937 Hudson 28hp drop head coupe; £125 or £50 down.—Brav Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Hudson 22 Country Club saloon, maroon, red leather, huge sun roof, excellent tyres, mechanically perfect, 60,000 miles only from new, a specimen car in every way; £275; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

Hudson Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 6691 and 5903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 562; first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

WM WELBECK MOTORS, Ltd., offer a unique low-mileage Humber Pullman.

1951 Humber Pullman, mileage only 20,000, as new, property of His Excellency the ——— Ambassador; £1,395.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139. [C4049

CAMDEN MOTORS, Ltd.,
THE Limousine Specialists, offer the following Humber Pullman limousines:—
HUMBER Pullman limousine, 1954 model, April delivery and registration, ohv Blue Riband engine, one owner, taxed privately and of superlative appearance, leather upholstery front and rear, heater, white side-wall tyres, faultless order £2,150.
HUMBER Pullman limousine, late 1953 model, also with latest type ohv Blue Riband engine; another privately owned car in the hands of one fastidious owner only, condition literally indistinguishable from new; £1,895.
HUMBER Pullman limousine, 1953, equipped with leather upholstery front and rear, electrically operated division, H.M.V. radio with arm-rest controls, twin heaters, windscreen washers, Ace Rimbellishers and host of other extras, condition virtually impossible to fault; £1,595.
HUMBER Pullman limousine, 1952 Mark III series, late registration car in condition virtually indistinguishable from new and more in keeping with a 1950 model, this car has definitely done a very low mileage indeed and is in faultless order; £1,495.
HUMBER Pullman limousine, 1952 Mark III series, formerly owned by local County family, history available, details of overhauls and maintenance by Rootes agents, fitted heater and other extras; £1,395.
HUMBER Pullman limousine, 1951 Mark III series, one private owner, leather upholstery front and rear, immaculate appearance; £1,295.
HUMBER Pullman limousine, 1951, in black, standard type upholstery, two owners since new, good engine and tyres; £1,195.
HUMBER Pullman limousine, 1950 Mark II series, but with electrically operated division and many special features, beautiful upholstery front and rear, heater, etc., another genuine one-owner car in specimen condition; £995.
HUMBER Pullman limousine, 1950 Mark II series, fitted heater, screenwashers, Lucas flamethrower and Regency tailored covers, moderate mileage car in good order throughout; £985.
HUMBER Pullman limousine, 1949 Mark II new look series, with radio and heater, smart black finish, clean interior upholstery and thoroughly sound mechanical order; £795.
HUMBER Pullman limousine, 1949, similar Mark II series to above, later registration, somewhat lower mileage, very good condition, not previously taxed hackney or used for private hire; £845.
HUMBER Pullman limousine, 1947 model, another genuine one-owner car, taxed privately, used for pleasure motoring only by local family, chauffeur kept and maintained, new car just delivered reason for sale; £595.
HUMBER Pullman limousine, 1948, similar razor-edge model to above, overhauled and re-tyred earlier this year, bills, etc., available; £695.
HUMBER Pullman limousine, 1946 model, registered within the year, a genuine one-owner car, particularly well maintained mechanically, fitted reconditioned engine, all tyres practically unused; a first-class proposition to any hire concern; £495.
CAMDEN MOTORS, Specialists in Limousines, Leighton Buzzard 2041. Write for Hire Car catalogue and special illustrated brochure. Showrooms open until 8 p.m. [C1055

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam, Commer.

1953 Humber Hawk saloon, superb condition throughout, fitted extras; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

TOM GARNER, Ltd., offer:—

1951 Humber Imperial Mk. III 7-pass. saloon, black, heater; £1,345.

1953 Humber Pullman Mk. III 7-pass. limousine, black, heater, loose covers; £1,695.

1954 Humber Hawk Mk. VI saloon, black, 7,000 miles; £935.

1955 Humber Super Snipe Mk. IV saloon, seal grey, heater, 4,000 miles; £1,095.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1953 Humber Hawk saloon, green/fawn upholstery, heater; £735.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

ROSE & YOUNG Ltd., offer:—

1952 Humber Super Snipe saloon, an immaculate example, fitted heater, metallic grey; £535.

1955 Humber Super Snipe saloon, works mileage only, black; £1,225.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

GLANFIELD LAWRENCE offer:—

1950 Humber Super Snipe in black, brown leather, power-operated division, exceptional condition; £505.

1954 Humber Hawk saloon, in metallic grey with red upholstery, heater, one owner, 10,000 miles only, outstanding condition; £775.—407, High Rd., N.12. Finchley 0091. [C2055

HUMBER

CHARLES FOLLETT, Ltd., offer:—

1953 (late) Humber Super Snipe saloon, metallic grey, grey hide, radio and heater, screen-wash, one owner only, spotless, 3 mths.' guarantee; hire purchase, part exchange; £795.
SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.
SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WANSTEAD MOTORS, Ltd., offer:—

1952 Humber Super Snipe, bronze, radio, loose covers, showroom condition; £575.
WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4048

PHENIX MOTOR Co. (SURREY), Ltd.
FOR all Rootes Group products.

1953 Humber Super Snipe, blue, fitted heater, 17,000 miles only; £795; current model available, list price.
MANY other models available.
PHENIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Super Snipe Mark IV saloon, alpine mist with red upholstery, fitted radio and heater; £795.

1953-54 Humber Hawk Mark V saloons, heaters fitted, all low mileages; from £695.

1954-55 Humber Hawk Mark VI saloons, fitted with overdrive, most standard colours, many fitted radio and heater, all low mileages; from £950.

1954 Humber Super Snipe Mark IV saloon, claret with fawn upholstery, fitted heater, only 300 miles; £1,195.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Humber Hawk saloon, one owner, in very good order throughout, taxed year; £550.

1950 Humber Snipe saloon, fitted heater and in exceptional condition throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1955 (February) Humber Hawk ohv de luxe saloon, fitted overdrive, radio, heater, screen washers, etc., 3,000 miles only, cost new approx. £1,150; now offered at £1,050, your present car in part exchange; terms, exchanges.
WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3595-6. [C4066

A & S Guaranteed Limousines. Exceptional Value. Choice of Fifteen Imperials and Pullmans.
LIMOUSINES, 1952 Series, forward occasionals, cloth upholstery, heaters, black, low mileage. £1295.
LIMOUSINES, 1951, Pullman, leather throughout, forward occasionals, radio, heater, private, from £1195. Also in cloth.
IMPERIAL, 1952 November, 28,000 miles, seven passenger, leather, original owner. £1325.
IMPERIALS, 1951, 7-seaters, choice of two, leather, radio, heater, original owners. £1100 and £1150.
LIMOUSINES, 1950 Pullmans, radio, heater, leather, privately owned, low mileages. £1050. Also in cloth at £985.
LIMOUSINES, 1949 Mark II Pullmans, partition, heater, radio, excellent throughout. £850.
LIMOUSINES, Pullman, 1948, 24,000 miles only, mitred edge, partition, forward occasionals, private owner.
PULLMAN, 1948, 47,000 miles, in very exceptional condition. £695.
LIMOUSINE, Pullman, 1947, one private owner only. £625.
ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street. Mayfair 2941. [C1006

1955 Super Snipe, 300 miles; £1,175.—Tolworth Motors, Kingston By-Pass. Elmbridge 2254. [C4081

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Humber Pullman limousine, £725; 1951 Humber Hawk, radio, heater, £550.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1939 Humber Super Snipe saloon, very good condition, one owner; £160.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. chassis fitted with deck or bearer body; brochures available.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

HUMBER Imperial, 27,000 miles only, a specimen; £295.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1955 Humber Super Snipe, works mileage; £1,295.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1949-50 Humber Super Snipe, radio; £595; payments.—Oldfield, 366, Kensington High St., W.14. Wes. 6631. [C3029

1949 Humber Super Snipe saloon, metallic grey/grey leather, radio, loose covers; £565.—Odeon Motors, Ltd. Bar. 1144. [C3026

HUMBER Super Snipe saloon with division (April, 1951) black, beige leather; £495.—Stratstone, 40, Berkeley St., London, W.1. Mayfair 4404. [C4022

1950 Super Snipe, 47,000 miles, heater, excellent condition; £415.—35, Elsworthy Rd., Swiss Cottage, or Tel. Holborn 3124. [8756

£495!!!—Tickford drop head 5/6-seater coupe on the Humber Super Snipe chassis, 1950 model and registration; one of the few available; magnificent performance.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1058

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

LIMOUSINE, privately owned, 1950, leather throughout, tailored loose covers, radio, heater, carefully maintained, excellent; £1,045.

PULLMAN 1951 Mark III limousine, cloth interior, reasonable mileage, heater, maintained by distributors; £1,145.

SEVEN-PASSENGER 1951/52 Imperial saloons, heater, radio, privately owned, small mileage; selection from £1,295.

OHV 1954 Pullman limousine, electric partition, heater, radio, mileage 24,000, lavishly equipped, excellent; £1,965.

LIMOUSINE, 1952, leather throughout, careful private owner, genuine 22,000, meticulously maintained; £1,375; selection from £1,295.

VICTORIA GARAGE, Edgware Rd., Cricklewood. Gladstone 3029. [C1105

1953 (Sept.) Humber Hawk, black and fawn, heater, an immaculate one-owner car, total mileage 29,000, taxed year; £735, below.

1953 (Jan.) Humber Hawk, black, fawn leather, heater, taxed year, moderate mileage, one careful owner; £695.—R. S. Mead (Sales), Ltd., 22, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

£1295!!!—1951 Humber Pullman limousine, only two owners, privately used, bodywork like brand new, interior unmarked, about 25,000 miles.

£695!!!—1953 Humber Hawk de luxe saloon, only one owner, small mileage, like brand new, choice 2.—Below.

£625!!!—1952-3 Humber Hawk de luxe saloon, spotless bodywork, interior as new, speedometer records 14,000 but vehicle looks and runs as though it's only done 5,000.—Below.

£565!!!—1951-2 Humber Hawk de luxe saloon, bodywork like new, speedometer records 25,000, the vehicle is magnificent and practically unworn.—Below.

£465!!!—1949-50 Humber Hawk de luxe saloon, beautiful specimen; bargain price.—Below.

£395!!!—1948 Humber Hawk de luxe saloon, beautifully maintained, bodywork like new; choice 2.—Below.

£365!!!—1947 Humber Hawk de luxe saloon, excellent condition; choice 2.—Below.

£325!!!—1947 Humber Super Snipe, magnificent car, looks worth £600; absolute gift.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (Est. Finchley Underground). Finchley 6222. [C2052

1953 (April) Mark V Humber Hawk, one private owner, taxed year, heater, Marchal spotlights; £625; minimum h.p. arranged.—Emberbrook 5722. [9040

1950 Humber Super Snipe Tickford coupe, 52,000 miles, radio/heater, excellent condition, one owner.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1951 Humber Hawk black saloon in beautiful condition; terms and exchanges; £485.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [8927

£435.—1950 model Humber Super Snipe, immaculate, genuine car; terms, exchanges.—Traynor Motors, 135, High St. South, East Ham, Grangewood 2530/5834. [C4052

!!! 1950 Humber Super Snipe, sun sln., black, brown hide interior, heater, taxed year, appearance of a new car, low mileage; £425, consider part exchange. —14, Bulkington Ave, Worthing 1839. [C4027

1951 series (Sept.) Humber Super Snipe, in fine order and condition throughout, taxed Dec., fitted heater; £585; terms, exchanges, etc.—Corner Garage, Gorton St., Blackpool. Tel. 26858. [C2085

1951 (model) Humber Super Snipe saloon, bottle green with fawn interior, heater, etc., in quite nice condition; £585.—Robbins, East Putney. Tel. 7881. [C3010

£895.—1954-5 Humber Hawk saloon with overdrive, one owner, 9,000 miles, as new.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1952 Humber Super Snipe saloon, fitted radio, heater, loose covers, black, maroon leather, one owner; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

ARCHIE SIMONS & Co., Ltd.—1953 (Oct.) Humber Super Snipe, metallic blue/beige leather, 24,000 miles, one owner since new, immaculate condition; £845.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

FOR sale, 1949 Humber Pullman chassis, not ex-W.D., last taxed 1952 (completely overhauled), £225; or would consider buying second-hand body or shooting brake for same.—Farmers Garage, Matlock, Derbys. [9026

JACK ROSE, Ltd., offer: 1955 Humber Super Snipe saloon, guaranteed 200 miles, few days old, in maroon; accept £1,185.—Stafford Rd., Wallington, Surrey. Wall. 6677; also High St., Banstead, Burrh Heath 2376. [C3056

1951 model Humber Hawk Mark IV saloon, beige with red leather upholstery, small mileage car in excellent order; £495; terms; exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1955 Humber Super Snipe saloon, radio, heater, many extras, one thousand six hundred miles only; £1,295.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

XXX 1954 (March) Humber Hawk saloon, a most attractive and immaculate, one owner car, grey with red leather and heater, delightful performance, must be seen to be appreciated, written guarantee; £775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HUMBER Imperial, 7-seater, required about 1951.—"Greenways," 81, Alresford Rd., Winchester. [W1010

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall, Nicholson, Ltd., Wood Lane, Halifax. Tel. 4231. [0030/R

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REQUIRE modern low-mileage Humber cars.

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PRIVATELY owned 1951-2-3 Pullman, alternatively 7-passenger saloon urgently required.—Please address, Wolverston, Winchester Close, Esher. [W1003

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THE Humber specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

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D.H.O. Mark V Jaguar in black, leopard skin, loose covers, a most outstanding example; £795.

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1954 Jaguar XK120 drop head coupe, black, red upholstery, radio, heater; £1,225.

1952 Jaguar Mark VII, grey, red upholstery, one owner; £855.

1952 Jaguar Mark VII, grey, red upholstery, radio, heater; £825.

1950 Jaguar Mark V saloon, bronze, brown upholstery; £625.

1950 Jaguar Mark V drop head coupe, radio, heater; £655.

KINGSTON-ON-THAMES. Kingston 1001. [C1093

A1 at Browns.

1953 (Nov.) Jaguar Mark VII saloon, fawn, radio, heater, etc., 17,000 recorded miles, one owner; £1,095.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284. [C1025

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1939 Jaguar 2½-litre saloon, silver blue finish, extras include Ace discs, etc., 3 months' written guarantee; a snip at 199gns, or £70, deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

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CAR MART Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1953 Mark VII Jaguar saloon, black and grey, 16,000 miles, excellent condition throughout; £1,095.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

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1955 Mark VII M type saloon, automatic gear box, finished in lavender grey with red leather upholstery.

1955 Mark VII M type saloon, finished in black with red leather upholstery, low mileage.

WE are interested in the purchase of Jaguar cars, and we invite communications from owners who have such vehicles for disposal.

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17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

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1952 Jaguar Mark VII saloon, radio, heater, windscreen, rim embellishers, wing mirrors, above average condition; £795.—340-2, Euston Rd., London, N.W.1. Euston 7889. [8902

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1954 Mark VII, pastel green and green hide, one owner, low mileage, immaculate; £1,185.

1954 Mark VII, beige, red hide, one owner, low mileage, in excellent condition; £1,195.

1954 (model) Mark VII, Jaguar director's personal car, in perfect condition; £1,125.

1954 XK120 fixed head coupe, cream with red hide, fitted radio, moderate mileage, recent overhaul by Jaguars; £1,165.

1953 XK120 d/h coupe, beige, red hide, new hood, low mileage, one owner; £1,075.

1952 (Dec. '51) Mark VII, dual blue, blue hide, fitted radio, a very attractive car, moderate mileage; £825.

1951 Mark V drop head coupe, black, brown hide, radio, a fine example of this popular model; £725.

1950 Mark V, black, green hide, one owner, moderate mileage, a really nice example of this marque; £645.

1949 Mark V, black, brown hide, radio, taxed; £525.

ALL the above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd., W.2. Ambassador 1061. [C2099

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1954 Jaguar Mark VII with overdrive, beautiful condition; £1,135.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

JOHNSON & BROWN offer:—

1953 (July) Mark VII saloon, 16,000 miles, radio; £1,050.

1952 (model) XK120, silver, red leather, exceptional condition, unmodified; £830.—268-270, High St., Bromley. Ravensbourne 8841-2 and 6479. [C2075

ROSE & YOUNG, Ltd., offer:—

1955 XK140 drop head coupe, 2,000 miles only, fitted radio, ivory; £1,545.

1954 (June) XK120 fixed head coupe, 14,000 miles only, one owner, birch grey with red leather; £1,145.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

AUTOMOBILIA, Ltd., offer:—

1949 Jaguar 3½ Mark V 4-door de luxe sunshine saloon, steel grey, red leather, radio, heater, fog lamps, low mileage, excellent condition; £565.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

H. W. MOTORS, Ltd., offer:—

1955 Jaguar XK140 fixed head coupe, low mileage, as new, £200 worth of extras; £1,750.

1953 (May) Jaguar Mk. VII, black/fawn uphol., radio, 29,000 miles, one owner; £975.

1954 model Jaguar XK120 drop head coupe, pale blue, one owner, 10,000 miles, as new, many extras; £1,250.—Bridge Motor Works, Walton-on-Thames. 2404/5/6. [C2042

BROOKLANDS—Jaguar retailers.

1954 Jaguar XK120 fixed head cpe., spec. mods.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

H. A. SAUNDERS, Ltd., offer:—

1948 2½-litre convertible coupe, cream/brown upholstery, heater; £465.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. BEART & Co., Ltd., offer:—

1953 Jaguar Mark VII saloon, black with red upholstery, 21,000 miles, in outstanding condition; £1,025.

1954 Jaguar XK120 drop head coupe, fitted H.M.V. radio, one owner, small mileage, supplied by ourselves originally when new; £1,195.

1939 Jaguar 1½-litre saloon, black with brown upholstery; £245.

1954 Jaguar Mk. VII saloon, overdrive model, one owner, genuine 15,000 miles and in outstanding condition throughout, £1,245; also another very beautiful standard model at £1,195.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GLANFIELD LAWRENCE, offer:—

1953 (September) Mark VII Jaguar in grey, blue leather, 24,000 miles only, one owner, outstanding condition throughout; £955.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS, Ltd., offer:—

1952 (Dec.) Jaguar Mk. VII saloon, birch grey/red, 14,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

DUNCAN HAMILTON & Co., offer:—

1955 Jaguar Mark VII, type M, 3,000 miles, British racing green with suede green interior, one careful owner, fitted Ace Rimbellishers, overdrive, spot lights; £1,475.

1954 Jaguar XK120 drop head coupe, black with red leather interior, fitted heater, spot lights, etc., Michelin X tyres, meticulously cared for, one owner; £1,175.—35, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

GUY SALMON AUTOMOBILES, offer:—

1951 Jaguar Mark V saloon, 17,000 miles only from new; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 (Oct.) Jaguar XK120 convertible, black and beige, radio, etc., 24,000 miles; £1,100.

1953 Jaguar XK120 convertible, cream and red, one owner; £1,100.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1955 (July) Jaguar M Type Mark VII saloon, fitted overdrive, heater, screenwashers, colour ivory, pale blue leather, 1,000 miles only; terms or part exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4068

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), offer:—

XK140 1955 (April) full special equipment 2-str. C type head, wire wheels, etc., grey, red leather, as new.

No. 046 C type competition model, unrepeatable value at £1,645.

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XK120 fixed head reg. May, 1953, immaculate, in black with red leather and wheels, low mileage; £1,065.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1950 Jaguar Mark V, radio, heater, excellent condition; £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016/1

1952 model Jaguar Mark VII, radio, heater, 8 to 1 engine, immaculate; £845.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1953 Jaguar Mark VII saloon, British racing green, radio, various extras; £995.

PARKER (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082/1

1950 Jaguar Mark V saloon, black with tan leather, radio fitted; £625.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774; and Bottomgate, Blackburn 5084. [C3082

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1954 XK120, finished cream, red leather, wire wheels, special equipment, many extras, immaculate condition; £1,175; maximum H.P. terms available.

1939 Jaguar 3½ saloon, finished grey, excellent condition throughout; £165; maximum H.P. terms available. [C1001

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Mk. V Jaguar, £565; 1938 2½-litre Jaguar, £175; 1937 2½-litre Jaguar, £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

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JAGUAR drop head 4-5-seater coupe, 1939, scarce 2½-litre model, in black with red leather interior, handsome lines and very high standard of performance; £275.

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JAGUAR Mark V coupe, 1951, finished metallic grey with red leather interior, heater, radio, windscreen washers, exceptional condition; £695.

JAGUAR Mark VII saloon, 1952 model, metallic blue with all extras as above, a carefully used car of moderate mileage and in exceptionally good condition; £795.

JAGUAR Mark VII saloon, 1954 model and registration, immaculately finished in pastel grey with grey hide interior, heater and radio fitted, the whole car in magnificent order throughout; £1,125.

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1946 Jaguar 1½-litre saloon, grey, nice condition; £345.—Hale Motors, Ltd. Tot. 7771 (8 lines).

1949 Jaguar 3½ saloon; £325; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [C081/R

1950 Jaguar Mk. V, showroom condition, many extras; £595.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9075

1952 Mk. VII grey/red, 20,000 miles, radio, many extras, excellent condition; £850.—Upl. 4914, Lon. 6585. [9855

1951 Jaguar XK120, two owners, 29,300 miles, H.M.V. radio, carefully maintained, pastel blue; £725.—Box 5501. [9622

JAGUAR

£395.—Jaguar 1½-litre, 1946, Strato Silver, red interior, V.G. tyres, heater, choice 2; many other cars.

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1939 Jaguar 1½-litre saloon, sound mechanically, absolute bargain; £185.—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4723. [C1011

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). [0742

1953 Jaguar Mark VII saloon, black, one owner; £925.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fre. 8401. [C4056

1953 hard top, 18,000 miles, high-lift cams, twin exhausts, new tyres, radio, loose covers, luggage rack; £1,000.—New. 6555. [8972

1939 Jaguar 1½-litre saloon, well above average condition; £250.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 Mark VII Jaguar saloon, black, beige leather; £1,195.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 Mark V Jaguar, 48,000 miles, superb original condition, black; £525 o.n.o.—Booth, 33, Northgate, Huddersfield. Tel. 6103. [9006

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K. J. MOTORS, Ltd., Bromley. Rav. 3456. [8953

1947 Jaguar 1½-litre saloon, one of the finest to be offered, guaranteed; £415.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 6104. [C4053

1951 Mark V saloon, black, beige interior, immaculate condition; £665.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

995 gns.—Jaguar 1954 XK120 drop head coupe, grey, red leather, heater, screen washers, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

345 gns.—Jaguar, September 1946, 1½-litre special equipment saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Jaguar 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

!!! £535.—1950 Jaguar Mark V saloon, H.M.V. radio, heater, silver, red leather, fine performance; written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 597/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4045

1954 XK120 convertible, low mileage, many extras, superb condition; £1,175.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3057

1954 Mark VII Jaguar saloon, British racing green with green interior, fitted radio and Ace Rimbellishers, 5,000 miles only, as new; £1,350.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233.

1954 Jaguar XK120 drop head coupe, creamy white with red leather, one owner, screen washers, spare unused; £1,225.—Wilsons Automobiles, Ltd., 1, Dorking Rd., Epsom 3901. [C4085

12500 miles only; XK120, ivory-leopard skin, dual chrome exhausts, twin Flamethrowers, trafficators, torsion bars, screensprays, new body, chassis, 1955, first registered 1951, absolute value £810 or near; genuine reason sale.—Box 5582. [8964

XK120 1951 (Dec., '50), cream and red leather, loose covers, twin exhaust, new pistons, Duoflex rings, hand spot lamp, flamethrower, fog lamp, blinkers, excellent hood and side screens, good Michelin tyres, not raced, an excellent example of this enthusiast's car, taxed year; £785.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

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LAMBS OF WOOD GREEN for Jaguars; London's largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled.—Below.

£925!!!—1953 Jaguar Mark VII de luxe saloon, immaculate and small mileage condition.—Below.

£825!!!—1952 Jaguar Mark VII de luxe saloon, choice two, both specimen.—Below.

£666!!!—1951 Jaguar Mark V 3½ de luxe saloon, bodywork spotless, interior beautiful, two owners, mint condition.—Below.

£577!!!—1949/50 Jaguar Mark V 3½ de luxe saloon, excellent vehicle, also choice two others and a Mark V 2½-litre saloon.—Below.

£444!!!—1947 Jaguar 1½ de luxe saloon, about 35,000 miles, beautiful condition.—Below.

£444!!!—1949 Jaguar 3½ convertible, magnificent and outstanding condition.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley. Finchley 6222-3-4. (East Finchley Underground.) [C2052

1953 Jaguar Mark VII de luxe saloon, fitted radio, heater, screenwashers, loose covers, taxed year, 21,000 miles, one owner, immaculate throughout; all that for £1,066; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C4039

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

ALMOST new Jaguar required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

WANTED privately, low mileage Mark VII Jaguar, age immaterial, no dealers please.—30, Ryecroft Rd., S.W.16. Gip. 2861. [W2037

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

JEEP

JEEP, ex. con.—Mathro House, Beddington Lane, Beddington. Tho. 3402 [8243

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS!!!—Jeeps always available; comprehensive stocks of spares.—Autowork, Ltd. Tel. Winchester 2955. [C1010

JEEPS, private or commercial, all spares.—F.W.D. Motors (late Wick Autos), 13, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0620/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

REBUILT Jeeps (full guarantee equivalent to a maker's); own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C5066

BRITAIN'S leading Jeep specialists now offer the first diesel-powered Jeep, fitted with new Perkins P.4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to:—

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013/0621. [0241/R

95 gns.—Jeep (Willys), registered 1951, utility, detachable body, bench seat, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0535/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube) N.W.3. Ham. 6041. [C4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4738 [C5066

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN

BROOKLANDS: Jensen distributors.

1955 Interceptor saloon and coupe, 541 saloon demonstrations, and on show.
103 New Bond St., London, W.1. Mayfair 8351. [C1029

£375—Jensen V.8 drop head foursome coupe, exceptional condition and attractive; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

541—Demonstrations now available anywhere; buy your Jensen from specialists intimately connected with the company since 1936; used Jensens bought and sold.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1953 Jensen Interceptor saloon, midnight blue, red hide, overdrive, special high compression 3-carburettor head, Servo brakes, radio, heater and numerous extras, small mileage, one fastidious owner, the finest and fastest Interceptor we've handled; demonstration anywhere.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094/1

JOWETT

WM WELBECK MOTORS for Jowett:—

THIS week we offer two typical Jowetts from our stock:—

1953 (Nov.) Jupiter Mark IA (opening boot), black, mileage only 11,000; £725.

1953 Javelin de luxe, black, brown hide, mileage only 16,000; £625.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). For the largest Jowett agents in the country. [C4019

CLARKE'S OF PIRBRIGHT, Ltd.

THE Jowett Centre of the South.

1953 Javelin de luxe saloon, 24,000 miles, turquoise blue with beige leather, excellent condition; £585.

1953 Jupiter Mark Ia, ivory, red leather, black hood, 13,000 miles, supplied and maintained by us since new; £675.

24-hr. service; we never close (open throughout the week-end).
PIRBRIGHT, Surrey. Brookwood 2201-2. [C1049

1953 Jowett Javelin, perfect; £495.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 Javelin de luxe saloon, grey, loose seat covers, carefully maintained, taxed; £485.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [8951

1951 Jowett Javelin Mk. II, heater; £475.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9067

1951 Jowett Jupiter special sports coupe, heater, extras; £585.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9068

1949 (late) Javelin saloon, very smart appearance, new engine (not run in), heater, radio, many extras, taxed; £450.—Tel. Benson (Oxon) 248. [8779

1952 Javelin saloon, dark green, works fitted series III engine, heater, loose covers; £485.—Gibbons, Woodside, Audlem Rd., Nantwich. [8980

1953 (August) Jupiter Mark I, series III, low mileage, heater, excellent throughout; £575.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C5045

1952 Javelin de luxe saloon, one owner, 17,000 miles, checked by us as Jowett agents, guaranteed; £525.—O. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053

1949 Jowett Javelin saloon, bronze, fawn leather, heater, recent extensive overhaul, car in excellent condition; £395.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C5011

1953 Jowett Javelin de luxe saloon, black, brown leather, exceptional condition throughout, nominal mileage, 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

JOWETT Javelin de luxe saloon, delivered May, 1953, Connaught metallic green with fawn interior, mileage 36,100, taxed for year, ready for immediate use, willing to accept £535 for quick sale.—Elson, 7, Chesterfield Gardens, W.1. Grosvenor 4283. [8778

13853 miles (certified).—Jupiter 2-seater drop head (September, 1952), one owner, spare unused, green, heater, maintained weekly by Jowett distributors, indistinguishable from brand new; £550.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill. Horley 628 until 10 p.m. [C4020

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, are in very urgent need of low mileage as-new 1953 or 1954 full Series III Javelin de luxe. [W4049

JAVELIN and Jupiter wanted.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424.

ALMOST new Jowett required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Bradford. Tel. Idle 341. [0794/R

EAST Anglia.—For all Javelin and Bradford spares, —Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON - ON - THAMES. — Jowett agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9761. [0133/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0710 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

Kaiser Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Kaiser buyers.—Wembley 8691/3903. [W4015/R

LAGONDA

L. F. WARD, Ltd.

1939 Lagonda V12 drop head coupe, excellent condition, dark green, loose covers.
L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4045

METCALFE & MUNDY, Ltd.

1938-9 Lagonda 4½-litre L.G.6 drop head coupe; £495.
METCALFE & MUNDY, Ltd., 260, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BROOKLANDS, London distributors.

1955 models, 2-door, 4-door saloon, drop head coupe available, demonstrations.

1954 Lagonda 3-litre saloon, 6,000 miles.

1952 Lagonda 2.6-litre saloon, radio.

CONFIDENTIAL terms; guarantee.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

DUNCAN HAMILTON & Co. offer:—

LAGONDA sports saloon, superbly finished in dove grey with blue hide interior, dark walnut surrounds inlaid with light sycamore, fitted heater, loose covers, works maintained, originally cost well over £2,000; now offered at £985.—35, The High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

GORDON CARS (LONDON), Ltd., offer:—

1951 Lagonda 2.6 saloon, blue with blue leather, excellent order throughout; £995.—375 Euston Rd., N.W.1. Eus. 6611. [C2023

WOKING MOTORS (Mercedes Distributors).

1951 (September) series Lagonda saloon, 35,000 miles, one owner, heater, radio, loose covers, in excellent condition throughout; £995.—Maybury Hill Garage, Woking 4277-8. [C4057

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3 offer:—

1951 Lagonda 2.6-litre saloon, finished dark blue, light blue leather, heater, radio, not yet run-in after engine overhaul, immaculate condition throughout; £995, maximum h.p. terms available. [C1001

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1938 Lagonda 4½-litre independent suspension sports saloon, one owner since 1939, taxed; £575.

273 London Rd., Staines. Tel. 4211-5. [C1080

1936 Lagonda 4½-litre, perfect, new engine, one owner; £450.—Kimmersley, Compton Dando, Somerset. [8825

195 gns.—Lagonda 1936 L.G. 45 4½-litre saloon, sliding head, leather, twin Scintillas, P.100's, excellent condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Lagonda late 1934 4½-litre sports saloon, sliding head, leather, P.100's, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 2¼-litre drop head coupe, radio, heater, screenwashers, seat covers, 24,000 miles, superb example; £1,395.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C5045

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0590/R

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14 saloon (Jan., 1953), black, red leather; £850.

LANCHESTER 14 saloon (Jan., 1952) grey, red leather; £795.—Stratstone, 40, Berkeley St., London, W.1 (Mayfair 4404). [C4022

LANCHESTER

TANKARD & SMITH (DUFF, MORGAN), Ltd.

LANCHESTER 10, 1947, excellent order, maroon, re-cellulosed; £275.

PART exchange, H.P., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7294

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Lanchester 14; £145.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1953 (July) Lanchester 14 saloon de luxe, 12,000 miles, genuine, spare unused; £895.

RIPCO, Ltd. (Lanchesters purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 (November) Lanchester 14, green, heater, one owner, immaculate; £895. — Campbell Symonds, Perivale 4456. [C1037

LANCHESTER 10, 1947, blue, excellent condition, genuine 27,000, radio, taxed December; £450.—Johnson, 47, Oakley St., Chelsea. [8896

1953 Lanchester 14 saloon, like new; £850; dep. £20 and 36 mthly hiring rentals inc. tax and ins., £32/15.—Cooden Engineering Co., Cooden, Bexhill. Tel. Cooden 600. [8773

1938 Lanchester 14 de luxe saloon, f.f.s. model, Easycleans, recent recond. engine; bargain, £165 or £55 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Lanchester 10 saloon, black, genuine 27,000 miles, one private owner, good tyres, covers, much sought after car; £415.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountvie w9039/5306. [C4074

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LANCHESTER 10 saloons, 1951 onwards, urgently required, highest prices paid.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [W4022

XXX Excellent cash prices for good Lanchester cars.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd. Croydon 5775. [0689

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

APRILIA, 1937, £350 Lancia rebuild; £280; £70 deposit.

LAMBDA 8th series short chassis tourer, a superb specimen; £150; £50 deposit.—R. J. Searle, Ltd., 25, Church St., Hampton, Middlesex. Molesey 2142-3. [C4060

1954 (model) Lancia Aurelia pillarless standard saloon, 9,000 miles, black; £1,595.—Below.

1951 (model) Lancia Aurelia pillarless saloon, grey; £1,050.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

APRILIA, 1938, resprayed and overhauled underneath, rebuilt telecontrols, etc.; £325.—Chichester 2596. [8976

245 gns.—Lancia Augusta 1936 saloon, IFB, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£195—Augusta de luxe saloon, 47,000 miles, perfect original example, rechromed, resprayed, undersealed, radio, full history, would part exchange Aprilia.—6, Acre Lane, Carshalton, Surrey. Wal. 4696. [8986

1939 Lancia Aprilia, 1952 modifications, engine just fitted, crankshaft by Burtonwood, many extras including Continental swivel roof lamp, broken white, red leather; £395.—Talbot Rd. Garage, 231, Talbot Rd., Blackpool 24486. [8543

LANCIA Aprilia de luxe saloon, registered December, 1939, and Farina coupe, registered 1948, both maintained regardless of expense and in exceptional condition; offers.—Dodkins, 6, Fern Ave., Jesmond, Newcastle upon Tyne, 2. [8892

1938-9 Lancia Aprilia saloon, big-bore engine, two shades of grey with grey interior, fitted loose covers, many late type modifications including 1939 wheels, also 1939 model finished maroon and grey, choice of two others.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3000

J. H. BARTLETT.—Lancia 2-litre Grand Turismo, small mileage, super condition, a really faultless car; Lancia 1954 series Aurelia saloon, one owner, almost unmarked, now reduced to £1,450, cost over £2,800, genuine bargain; exchange and deferred terms. —27, Pembridge Villas, W.11. Bay. 0523. [C1015

Lancia Cars Wanted

BARTLETT will pay more for good Lancias.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

GOOD Lancia required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

COACHCRAFT offer:—

£345—1948 Lea-Francis 4-door sports saloon, carefully maintained by local owner, and in excellent condition throughout; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

GLANFIELD LAWRENCE offer:—

1947 Lea-Francis 14hp saloon in maroon, red leather, heater, excellent value; £325.—407, High Rd., N.12. Finchley 0091. [C2053

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Lea-Francis town and country brake, in excellent condition with recent re-sleeve; £400.—Simmons, Grosvenor 2635. [8915

LEA-FRANCIS 1950 model black 2½-litre, actual Olympia show car with special high compression engine, enthusiast's car, heater and radio; £676 o.n.o. —Pad. 8798. [8748

£585!!!—1951 Lea-Francis 14hp sports saloon; this vehicle with speedometer reading 17,000 is beautiful; drive it! It's outstanding; open the doors! It practically smells brand new inside; costing £1,800 barely 4 years ago, it's magnificent value!

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

XXX 1950 (May) Lea-Francis 14hp Mark IIIa, 4-door sports saloon with commodious rear boot, black with brown leather; a low-mileage, one-owner car of immaculate and outstanding appearance; written guarantee; £495; terms, exchanges.—H. F. Edwards, 200, Great Portland Street, London, W.1. Tel. Langham 0012. [C2003

Lea-Francis Cars Wanted

LEA-FRANCIS 2/4 roadster required 1¾- or 2½-litre must be sound.—Box 5584. [8962

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

EFFICIENT repairs! Immediate attention; gears, gear boxes; seat covers, £6/10.—T. & F., 10, Winchester Mews, N.W.3. Pri. 2647. [84100

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

WM

SEE Welbeck Motors advertisement under Humber. [C4049

A&S Limousine Specialists for 30 years, Guaranteed 7-seate: cars, varied selection.

ALPE & SAUNDERS (Limousines Purchased). Providence Court, North Audley Street, Mayfair 2941. [C1006

DAIMLER 4½-litre 7 passenger limousine (1939) black; £525.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404). [C4022

1946 Humber Pullman limousine, black, partition, occasionals, immaculate; £425.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [6505

1953 (Jan.) Humber Hawk touring limousine, black, fawn leather, heater, taxed year, one careful owner, ideal director's town car; £695.—R. H. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

EXCEPTIONAL selection Humber Pullmans, 1950/2/4, also 7-passenger Imperials, selected carriages, competitive prices; also 1934 Rolls 25hp Hooper 3-abreast occasionals, immaculate; £545.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1103

LINCOLN

SIMPSON'S offer:—

1947 Lincoln Continental, radio and heater, electric windows and seats, all other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 8691-3905.

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

Mercedes Cars Wanted

MERCEDES type 220 or 170S, saloon or coupe coachwork.—Box 5506. [8696

MERCEDES-BENZ

JOHN

S. TRUSCOTT, Ltd.,

MERCEDES-BENZ wholesale and retail distributors, offer:—

1954 Type 180 saloon.

ALSO pre-war Type 540K cabriolet; £395.

ALSO 1949 Type 170S saloon; £595.

SEVERAL new models in stock; immediate or early delivery, including latest Type 220s.

EXCHANGES; deferred terms.

JOHN S. TRUSCOTT, Ltd.,

173 Westbourne Grove, London, W.11. Bayswater 4274. [C4045

MERCEDES-BENZ

L. F. WARD, Ltd.

1954 Mercedes-Benz 170 Diesel, 10 months old, loose covers; perfect car.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4045

TAYLOR & CRAWLEY offer:—

1954 (Sept.) Mercedes-Benz Type 300b de luxe, 19,000 miles, radio, beautiful condition throughout; £2,575.

1954 series Mercedes-Benz Type 220 saloon, 12,000 miles, one owner, seat covers, radio, absolutely immaculate; £1,195.

1950 Mercedes-Benz Type 170a saloon, radio, heater, covers, first-class German history; £475.

42A, South Audley St., W.1 (entrance Adams Row). Mayfair, W.1. Gro. 6881. [C4036

CHARLES FOLLETT, Ltd., offer:—

1955 Mercedes 300SL, metallic silver, 3,500 miles only, radio, heater; this car is in new condition and has been maintained by the makers; fantastic performance; £3,950.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

2.9-litre special 2/4-seater, drop head, l.h.d., first reg. 1946; £190; £70 deposit.

500K cabriolet, 1936, in very good order; £190; £70 deposit.—R. J. Searle, Ltd., 25, Church St., Hampton, Middlesex. Molesey 2142-3. [C4069

BROOKLANDS.—Mercedes London wholesale and retail.—103, New Bond St., W.1. Mayfair 6351.

NEW and unregistered 170 diesel; £1,295.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

£285!!!—Mercedes-Benz 14hp de luxe saloon, 4-cylinder, independent suspension, first registered 1949 but probably last pre-war model in post-war condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel Ealing 4506-9. [0748/R

M.G.

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., black and red, fitted luggage carriage, windtone horns, excellent tyres; £590.

1947 M.G. T.C., green, in excellent condition; £560.

1946 M.G. T.C., black with beige upholstery, new hood and tonneau cover; £365.

1937 M.G. T.A. drop head coupe; £295.

1937 M.G. T.A., fitted many extras; £235.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C[illegible]36

CLUBMAN AUTOS, Ltd., for M.G. Midgets:—

1947 T.C. black 2-seater sports, many extras, excellent condition throughout; £365.

1938 T.A. black and cream 2-seater sports, good mechanical condition; £265.

1938 (Oct.) T.A. M.G., many extras, spotless condition; £275.

138—142, High St., Tooting, S.W.17. Bal. 3464. [C1095

1952 M.G. T.D., many extras, 22,000 miles; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8269

SLOCOMBES, Ltd., for cars with unique guarantee.

WE offer the following M.G.s from our wide range of these and other sports cars.

1935 M.G. P.A., £245; 1952 registered M.G. T.C., £375; 1939 M.G. V.A. saloon, £285; 1936 M.G. T.A., £235.

1955 (May) M.G. T.F. 1500, this splendid example has covered 3,500 miles, fitted heater, signpost lamp and twin spots, luggage grid, loose covers, dipping interior and outside mirrors, screenwashers, etc., etc., immaculate cream cellulose; £775.

SLOCOMBES, Ltd., part exchanges cars or motor cycles.—58/52, Dudden Hill Lane, N.W.10. Nr. Dollis Hill Underground. Willesden 4869. [C4017

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 M.G. 1½-litre saloon, radio, heater, spots, £295; 1939 M.G. 2-litre saloon, £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1954 M.G. T.F. model 2-seater, practically shop-soiled only; £635.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Telephone your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8811

1954 (July) M.G. Magnette saloon, export model, 12,000 miles, as new; £795.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1939 M.G. 2.6-litre drop head foursome coupe, £240 or £60 down.—Below.

1938 M.G. T.A. 10hp sports 2-seater; £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MAGNETTE (August, 1955), delivery mileage, taxed, no extras; £980 or near.—Box 5555. [8877

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0596/R

M.G.

1940 M.G. 2-lt. saloon, black/maroon; £165.

DUNHAM & HAINES, 46, Castle St., Luton 2100/1. [C1079

BEARTS of Kingston, M.G. specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

1937 T.A., green, excellent condition; £240 or reasonable offer.—Thorne, 138, Beacon Hill, Newark. [8977

M.G. Magnette saloon (1954), grey, grey leather; £840.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4042

1953 M.G. 1¼ saloon, grey, genuine 15,000 miles, exceptional car, one owner only, cost over £900; £695.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Telephone your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8803

1939 M.G. 2-litre drop head coupe, exceptional condition throughout; £285; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

625 gns.—M.G. Midget 1954 T.F. 2-seater, radio, luggage carrier, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget 1947 T.C. 2-seater, twin passlights, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. 1939 2.6-litre d/h coupe, black, grey leather, very good condition; terms, exchanges.—Rowland Smith, below.

69 gns.—M.G. Midget 1930 8hp 2-seater, good condition; choice of 10 Midgets; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 (August) M.G. 1½-litre grey saloon; £285.—Alexander, 13, Avon Rd., Devizes, Wilts. Tel. 828. [9017

£965—1955 M.G. Magnette saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 M.G. Magnette, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 5721. [C3006

M.G. J2 Midget, new hood, curtains, engine and tyres; snip at £150.—Murray, 340, Oldham Rd., Rishworth, Halifax, Yorks. [8996

1951 (September) M.G. T.D., black, heater, tonneau, excellent condition; £460.—Brown, 21, Bertha Rd., Margam, Port Talbot, Glam. [8884

1954 M.G. T.F. 2-seater, 6,000 miles, radio, absolute specimen car, one owner; £695.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9055

1955 Magnette, maroon, as new, licensed year end, 5,000 miles.—52, Chatsworth Rd., Morecambe. Tel. Morecambe 3565. [9023

1940 2-litre M.G. saloon, splendid condition, must be seen; £255.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 2643/4407.

1953 T.D. M.G., black and red, heater, luggage grid and trafficators, 16,000 miles; £525.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1953 M.G. 1¼-litre black 4-door saloon, immaculate condition, terms and exchange; £650.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [8553

1954 (September) M.G. Magnette saloon, 8,000 miles only, B.M.C. guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1954 T.F., 11,000 miles, one owner, extras, in unmarked green; A.A. inspection invited; £635; terms; exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8878

JACK ROSE, Ltd., offer 1954 Magnette, in maroon, in almost unmarked condition; £895.—Stafford Rd., Wallington, Surrey. Wall. 6677. Also High St., Banstead, and Burgh Heath 2376. [C3056

1953 (July) T.D., taxed year, cream cellulose, green upholstery, wing mirrors, Windtones, 15,000 miles, as new; £540; terms, exchanges.—117, Meadow St., Sheffield 20282. [9015

1952 (July) M.G. T.D., 21,000 miles, many extras, exceptional condition, taxed; £520.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2/6479. [C2075

£175—M.G. 2½-litre 1937-38 drop head coupe, in exceptionally nice mechanical condition with neat appearance.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4089

1954 M.G. Magnette saloon, black, red leather, heater, screen washers, 6,000 miles, wonderful example of a wonderful car; £875.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. [C4074

BARGAIN.—1948 model (Oct., 1947) 1¼-litre black saloon, good all-round condition, fog light, hydraulic jacks, etc.; £550 o.n.o. for quick sale; owner going abroad.—Call immediately, 39, Palace Gardens Terrace, Kensington, W.8. Bayswater 2762. [8974

1940 M.G. 12hp V.A. sports drop head foursome coupe £295; also 1939 M.G. TA sports 2-seater, £250; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8694. [C3059

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

ALMOST new M.G. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2670. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

URGENTLY required, 1947-55 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8260

WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [W2026

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls; all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 545, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialize in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7763-4. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and II Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. [M1071

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0433/R

MORGAN

ALEX UNDERWOOD offers:—

190 gns.—Morgan 4/4 2-seater, 1937, excellent condition.—Underwood-Rusling (Sports Cars), Ltd., Queensberry Rd., Kettering. Tel. 3351. [C4075

1952 Morgan Plus Four, Vanguard engine, in outstanding condition; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6676. [C4016

645 gns.—Morgan Plus 4 late 1954 2-seater, ivory, TR2 engine, heater, similar mileage, exceptional; terms, exchanges.—Rowland Smith, below.

225 gns.—Morgan 4/4 1939 2-seater, 2 spare wheels, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Morgan Plus 4 1953 drop head coupe, blue, 2 spare wheels, small mileage, carefully used; choice of 3 Plus 4's; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 (August) Morgan 4/4 drop head coupe, one owner, really smart, cream, new hood; £385 or £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORGAN.—New 2-seater with TR2 engine, low ratio rear axle, etc., delivery mileage, registered July, 1955, cream with red upholstery, list price delivered £875, will accept £775.—Harlavan, 57, Bury Old Rd., Prestwich, Manchester. Tel. Prestwich 2152. [9002

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1935.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn.

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138/142, High St., Tooting, S.W.17. Bal. 3484. [W1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Hoy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6691, offers:—

1953 (December) Morris Minor 4-door de luxe saloon, black, red leather, heater, low mileage, excellent condition; £565.

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6691. [C3042

CAR MART, Ltd.

1954 Morris Minor 4-door saloon, heater, grey with red upholstery; £550.

1954 Morris Minor 2-door saloon, heater, black with red upholstery; £520.

CAR MART, Ltd., 352, Streatham High Rd., S.W.16. Streatham 0054. [C1039

TOLWORTH MOTORS, Ltd.

1955 Minor convertible, 6,000 miles, heater, as new; £565.

1954 (June) Minor de luxe, low mileage; £545.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

MORRIS MINOR

AUTOMOBILIA, Ltd., offer:—

1952 (Oct.) Morris Minor foursome convertible coupe, green, beige, H.M.V. radio, heater, fog lamp, wing mirrors, one owner, low mileage, indistinguishable from new; £475.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304. [C1069

GLANFIELD LAWRENCE offer:—

1955 (June) Morris Minor coupe, black, 700 miles only; £585.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS, Ltd., offer:—

1954 (March) Morris Minor 4-door de luxe saloon, birch grey, 2,400 miles only, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051

COMPTON & FULLER, Ltd., offer:—

1953 (late) Morris Minor saloon, one owner, low mileage; £495.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 Morris Minor 2-door saloon, black, taxed year; £465.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Morris Minor 2-door saloon, 10,000 miles, one owner, taxed; £495.—Watford Way, Hendon Court, N.W.4. Tel. Hendon 8084-5. [C2034

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1952 Morris Minor saloon, blue and red, one owner, 14,000 miles; £475.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

TANKARD & SMITH (DUFF, MORGAN), Ltd.

MORRIS Minor, 1953, grey/red upholstery, paintwork and mechanically perfect; £495.

MORRIS Minor 1951 convertible, beautiful condition; £445.

MORRIS Minor, 1949, 2-door, black/fawn, one owner, perfect mechanically and recellulosed; £410.

PART exchange, H.P., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7561

RICHARDS & CARR, Ltd., are always best value.

1954 (July) 2-door saloon, one owner, green, really immaculate, complete servicing records available; £535.

1954 (August) de luxe convertible, one owner, taxed, heater, screenspray, and many other extras, immaculate, in black; £520.

35 Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045

1949 -51 Morris Minor saloons; choice of 3 from £375.

JACK GREEN CARS (LONDON), Ltd., 191-3, Walworth Rd., S.E.17. Rodney 7111-2. [C3088

1954 Morris Minor saloon, special colour, low mileage, one owner; £565.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Telephone your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8805

1953—54 Morris Minor saloon, delightful condition, choice of three; £525.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Telephone your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8812

1954 (June) Minor 4-door de luxe saloon, one owner small mileage, taxed; £565.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

1951 (March) Morris Minor 2-door saloon, green/beige, heater, taxed year, nominal mileage; £435.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076. [C1107

1955 (July) Morris Minor 2-door saloon, available immediately.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

1955 Minor Travellers, exceptional; £670.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019

1952 (June) Morris Minor convertible, blue; £465. —Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1955 (July) Morris Minor convertible de luxe, mileage 900, new juice.—St. Johns Motors, Regent Rd., Gt. Yarmouth. [9051

1954 Morris Minor brake, excellent condition; £600.—Deans & Son (Yorkshire), Ltd., Grovehill, Beverley, E. Yorks. Tel. Beverley 77. [8945

1954 Morris Minor de luxe convertible, green, leather, one owner, guaranteed; £525.—Campbell Symonds, Wembley 6262. [C1057

1955 (May) Morris Minor 4-door saloon, grey/red, 800 miles only; £625.—Salmons Garages, Ltd. Temple Bar 3538. [C4029

1950 Morris Minor tourer, colour blue, good condition; £375.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

1953 Morris Minor saloon, radio, new condition, choice 2, from £495.—Jack Pozner (Autos), 305, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1954 Morris Minor de luxe 4-door saloon, heater, seat covers, mileage genuine 6,000.—Bob Gerard Cars, Abbey Lane, Leicester. [7899

1953 (October) Morris Minor 2-door saloon, 15,000 miles, black, spotless; £485.—Stephens Motors, Gunnislake, Cornwall. Tel. 32. [8763

1952 Morris Minor saloon, one owner, excellent throughout, guaranteed; £485.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 6104. [C4053

MORRIS MINOR

1950 Morris Minor saloon, finished in black, beige interior, good condition; £410.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

75 mph, 45mpg, twin carburettors, h/c head, 0-50 18.6 secs, data and demonstrations.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. [C1106

1953 Morris Minor saloon, one careful owner, perfect condition, genuinely only 9,000 miles, Dorchester grey, heater, taxed year; £520.—Wootton Downs, Nr. Woodstock, Oxon. (Tackley 239.) [9024

525 gns.—Morris Minor 1954 model series II de luxe saloon, birch grey, red leather, heater, overriders, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

365 gns.—Morris Minor 1950 tourer, Bosch pans light, very good condition; choice of 5 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 Morris Minor 4-door de luxe saloon, quite new; also 1952/3 Morris Minor convertible; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Morris Minor de luxe traveller's car, hardly used; £660.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4069

1951 Morris Minor convertible, black/red, attractive and economical; £435.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C5022

BRUTON'S.—1952 2-door saloon Minor, exceptional condition, new engine, taxed year; £480; terms; exchanges.—1a, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104

TWIN carburettor conversions, h/c head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations; h.p. terms; part exchange.

1954 (June) Morris Minor 2-door saloon, birch grey and red, heater, screen washer, Alexander Hi-Power conversion; £560.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1954 Morris Minor 2-door saloon, grey, taxed, low mileage, personally serviced since new by owner going abroad; £520.—Green, 1, Glyn Crescent, Blackpill, Swansea. [8826

1955 Morris Minor 2-door saloon, black, red upholstery, under 1,000 miles; £585; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

1953 Morris Minor saloon, one owner, 14,000 miles, as new throughout, taxed year; £535; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C4089

1954 Morris Minor 4-door saloon de luxe, colour grey with red interior, mileage 15,000, one owner only, carefully used; £585.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1072

1953 Morris Minor 2-door saloons, guaranteed 6 months, choice of 3 from £500, h.p. up to 2 years.—34, Acre Lane, S.W.2. Brixton 4011, and 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R

WALTER SCOTT, Ltd., offer September 1952 Minor, 2-door saloon, export model, R.H.D. black, heater, low mileage, one owner; £475.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. [C4006

1954 (September) Morris Minor de luxe convertible, green, heater, overriders, spare tyre unused, immaculate condition, taxed December, under 5,000 miles, one owner; £575.—Tel. Stratford-on-Avon 3616 before 10.30 a.m. [8636

14000 miles, Morris Minor 4-door saloon de luxe, grey, red leather, first registered Nov., 1952, and since carefully driven by one lady owner; £540.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

PRIDE & CLARKE, Ltd.—1954 Morris Minor 2- and 4-door saloons, low mileage, heater, several from £519; 1953, low mileage, heater, several from £499; 1952 convertible, grey/red, 13,000 miles, £469; 1950 tourer, black/beige, £395; terms, exchanges; lists; guarantee. —Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Morris Minors.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2087

ALMOST new Minor required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

LOW mileage ohv cars wanted urgently, particularly convertibles.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094

URGENT requirement for Minors.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

MORRIS EIGHT

TANKARD & SMITH (DUFF, MORGAN), Ltd.

MORRIS 8, 1947, series E, 2-door, recellulosed, mechanically excellent; £335.

MORRIS 8, 1947, series E, paintwork and mechanical condition good; £325.

PART exchange, H.P., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7297

345 gns.—Morris 8 1948 4-door saloon, leather, radio, excellent condition terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8 1937 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:

1947 series E 2-door de luxe saloon, choice of two; £345.

1939 series E 4-door de luxe saloon; £265.

1939 series E 4-seater tourer, outstanding condition; £250.

1938 2-door de luxe saloon; choice of 2 from £180.

1938 4-seater tourer, outstanding condition; £185.

1937 4-door de luxe saloon; £165.

1937 4-seater tourer; £165.

AND other saloons and tourer in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7. (3 minutes Gloucester Rd. Tube). Western 3208. [C4065

1947 Morris 8 series E two-door de luxe saloon; £320.—Colindale 4330. [9027

MORRIS 8, 1936 tourer, reconditioned engine, well shod; £140.—Nunn, She. 4514. [8975

£185!!!—1938 Morris 8 tourer, excellent mechanically, good hood and sidescreens, bargain price.—Below.

£145!!!—1937 Morris 8 saloon de luxe, choice 2, both excellent.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1938 Morris 8 saloon, clean, runs really well; £165 or £55 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Morris 8 saloon; remarkable bargain, £295! Also 1936 saloon; £75!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Morris 8 Series E saloon, immaculate; £349.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube.) Batt. 1107-8-9. [C2024

1946 (August) Morris 8 4-door de luxe s.h. saloon, black, one owner, exceptional condition; £345.—F. L. Cranmore, Ltd. Tel 2040 Potters Bar. [C1062

1948 Morris 8 series E 4-door saloon, very good condition, fitted loose covers; £365.—G. B. Hersey, Ace of Spades, Gt. West Rd., Hounslow. Hounslow 5476. [C2050

1948 Morris 8 saloon, black, brown leather upholstery, choice of two, in first-class condition; £350.—Norman Autos, 544-554, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4089

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS 8 Series E saloon wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

MORRIS TEN

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1939 Series Morris 10hp Sunshine saloon, black, blue leather upholstery, nice condition throughout; £215.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Morris 10 saloon; £165.—355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1939 Morris 10 saloon; £245; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Morris 10 de luxe, engine overhauled; £275.—Booth, 33, Northgate, Huddersfield. Tel. 6105. [9009

£110!—1936-7 Morris 10 saloon, excellent chassis; unrepeatable.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1939 (model) Morris 10 series M saloon, black, brown interior, heater and fog lamp, very nice condition; £235.—Robbins, East Putney. Tel. 7881. [C3010

MORRIS 10 S/III, reconditioned ohv engine, 11,000 miles, coachwork in excellent condition, recently resprayed; £250; seen evenings and wk-end.—Nicolle, Hillview, Chearsley, Bucks. [8752

1947 Morris 10 saloon, black with brown leather upholstery, excellent condition; £295.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea. Flaxman 7638 and Hove 30107. [C1105

1948 Morris 10 saloon in black, brown leather upholstery, a superb example of this popular model, recon. engine recently fitted, excellent tyres; £395.—Hillwood Motors, Mill Hill (London) 4232. [8866

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS COWLEY

1955 Morris Cowley as brand new; £685, terms, exchanges.—West London Motors, 205, Fulham Palace Rd., W.6. Ful. 0066. [7355

MORRIS OXFORD

A1 at Browns.

MORRIS Oxford Series II, grey/blue, loose covers, 4,000 miles; £775.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284.

GUY SALMON AUTOMOBILES offer:—

1953 (December) Morris Oxford saloon, excellent condition; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1955 Morris Oxford Traveller, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 Morris Oxford saloon, black, coachwork with beige upholstery, heater, taxed, reconditioned engine fitted this year, one previous owner; 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ENGINES RECONDITIONED, Ltd., offer:—

1953 Morris Oxford; £575.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Morris Oxford, first-class condition; £595.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1951 Morris Oxford, black, leather, immaculate condition; £475.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. [C3005

1954 Morris Oxford, black, low mileage, extras, new condition; £620.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Telephone your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [6804

1955 Morris Oxford saloon, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/1

A & S LIMOUSINES, 1948 14hp Oxford Hirecars, re-conditioned, leather, newly tyred. £275 to £325.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

1953 (Oct.) Morris Oxford Travellers car, one owner, in excellent condition; £610.—Quantock Motors, Devizes Rd., Swindon 2073. [8891

1952 Morris Oxford saloon, black/red leather, low mileage, fitted heater, an extremely attractive and well-maintained car, taxed; £520. Below.

1954 Morris Oxford saloon, black, low mileage, one most fastidious owner; this car is in virtually new condition throughout and must be seen, taxed; £635.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1953 Morris Oxford saloon, one owner, heater, superb condition, guaranteed; £595.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053/2

1953 Morris Oxford de luxe saloon, supplied and serviced by us for fastidious owner; £595.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053

1950 Morris Oxford saloon, in very nice condition, guaranteed; £475.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053/1

1954 Morris Oxford Phase II saloon, birch grey with red upholstery, 10,000 miles only, excellent condition; £695.—Saul & Slatter, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

545 gns.—Morris Oxford 1953 model saloon, leather, heater, one owner, small mileage, exceptional terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Morris Oxford saloon, one owner has maintained this car in really beautiful condition throughout, Empire green with green interior; £495.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1949 Morris Oxford de luxe saloon; we have taken this car from a most fastidious owner, who has kept a careful record of it throughout its life; faultless mechanical condition, very nice appearance, reconditioned engine;; £445; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

Morris Oxford Cars Wanted

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0030. [W2074

ALMOST new Oxford required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

JACK ROSE, Ltd., offer: 1954 Morris Six saloon, grey with red leather, almost unmarked inside and out; £595.—Stafford Rd., Wallington, Surrey. Wal. 6677. [C3056

1950 Morris Six saloon, black, brown leather, one owner, very clean; £395.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris. Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

KINGSON - ON - THAMES.—Morris agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingson. Kingston 2241. [8405S

MORRIS, the official stockists, for spares, service and repairs.

TEL, Lamkester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames. Kingston 5151-6. [0917/R

Morris Spares and Service

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1952. [0342/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

NASH

1953 Nash Statesman Ambassador, r.h.d., radio, heater, overdrive, Farina body, really outstanding motor car.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

NASH Rambler Airflyte, September, '53, ranch wagon, radio, heater, overdrive, over 30 mpg, Farina body, immaculate, reclining front seats making double bed; £1,075 o.n.o.—Tel. Gulliver 3915 before 9, or after Colindale 6273. [6934

RHD Nash (November, 1954), Farina type body, 4-door saloon, overdrive, radio and heeater, whitewall tyres and extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028/1

OLDSMOBILE

SIMPSON'S offer

1955 new Oldsmobile 88 coupe, fitted with extras.

1950 Oldsmobile V8, Hydramatic drive, radio, seat covers, many extras.

1949 Oldsmobile 88, radio and heater, Hydramatic drive, signals, seat covers.

1948 Oldsmobile 6-cyl, radio and heater, very clean.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

OLDSMOBILE Sole Concessionaires in U.K.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). [0576/R

1951-52 Rocket 88 Oldsmobile, heater, radio, in superb condition, very low mileage.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [4016/2

NEW Oldsmobile Rocket 88, new type body, hydramatic drive, radio, electrically operated windows.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

Oldsmobile Cars Wanted

OLDSMOBILE Sole Concessionaires.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0527/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

OPEL

KAPITAIN 1949 (registered 1951), 4/6-seater, famous for petrol economy, performance; £290.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8770

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944. [0526/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel Stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [8306S/R

REPAIRS! Parts universal joints, wings, seat covers, £4/10; guaranteed engines, suspensions; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [8410O

PACKARD

SIMPSON'S offer:—

1951 Packard, radio, heater, window washers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

TOM GARNER, Ltd., offer:—

1939 Packard Super Eight 7-pass. lim., black; £395.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1953 Packard Clipper, radio and heater, 11,000 miles, blue; £1,650.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

PACKARD limousines face-forward occasionals, choice of two, exceptionally clean cars, in good mechanical condition "offers."—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

Packard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [8402S

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PANHARD

JUNIOR Sprint 3-seater sports cabriolet, 850cc (40 bhp) aircooled twin engine, frontwheel drive, overdrive in fourth, reg. 1955, about 700 miles, unmarked, fast, exceptional roadrolding, charming appearance, about 40mpg, at £850 (new £1,100); terms, exchange. Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8472

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PARAMOUNT

595 gns.—Paramount 10 1953 sports tourer, maroon, fawn leather, twin carburettors, I.F.S., Lucas passlight, one owner, small mileage; cost nearly £900; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

PEUGEOT

MAYDAY MOTORS, Ltd., PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.—MAYDAY MOTORS, Ltd., Mayday Rd., Croydon Thornton Heath 3473-4-5. [0978/R

1955 Peugeot saloon, 5,000 miles only, most economical and fast car; £725.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036

PONTIAC

SIMPSON'S offer

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

1955 new Pontiac Chieftain V8, r.h.d., 4-door saloon, castle grey over raven black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1952-3 Pontiac, r.h.d., radio, heater, loose covers, absolutely as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1949 Pontiac Silver Streak, radio, heater, outstanding condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

ACRES offer: 1950 Pontiac 2-door saloon, radio and heater, white wall tyres, excellent throughout; £695.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

1950 Pontiac Silver Streak 4-door saloon, radio and heater, hydramatic drive; terms and exchanges; £825.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [6924

1953 Pontiac Chieftain Silver Streak 4-door 6-seater super de luxe saloon, right-hand drive model, immaculate coachwork and interior, low streamlined bodywork, performance and general mechanical condition of the very highest order, every conceivable extra, radio of magnificent tone, heater, etc.; this car must be seen and tried to be properly appreciated; call, write or tel. for further details.

CAMDEN MOTORS, Leighton Buzard 2041.—Write for catalogue; showrooms open until 8 p.m. [C1035

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., The Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A. F. N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

PORSCHE 1955 1500 super hard top, unused since collected new Stuttgart, ivory, red leather, r.h.d., 115 mph., 30 mpg; £150 off list.—Seen Broadway, Worcs. Tel. Broadway 3201. [9054

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 5346), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [0621/R

RAILTON

1938 latest type 16 Sandown saloon, engine overhauled; £185.—Value Cars, East Sheen. Prospect 7520. [6880

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

L. F. WARD, Ltd.

1955 Renault Fregate, 5,000 miles, radio and heater, one owner.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347 [C4043

AUTOSALES (LONDON), Ltd., offer:—

1954 Renault 750cc saloon, one owner, small mileage, many extras; £495.—59-65, Belsize Rd., N.W.6. Mal. 5855/2155. [8917

1953 Renault 750 saloon, grey, screenwashers, good condition; £425.—Below.

1955 Renault 750 saloon, grey, numerous extras; £560.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8267

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Elmbridge 1873. Established 1909. Offer:—

1955 750 Petit sports saloon; £575, taxed.

1952 750 saloon de luxe, green; £425, taxed. [C4070

RENAULT 1955 750 saloon de luxe, in showroom condition, 75mph, 57mpg, H.M.V. radio, heater; £525.—Tel. Brighton 28752 office hours (private). [8651

RENAULT

1939 Renault 8 saloon, reputed 40mpg; £99 or £33 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

THE economy drive, 50mpg. 1955 Renault 750, grey, red interior, fitted mats, roof rack, one owner, bought TR2; £555 o.n.o.—Box 5519. [8754

1955 Renault 750 saloon, one private owner, 3,000 miles, taxed year, new condition; £520; H.P.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2062

1955 Renault 4-door saloon, one owner, 8,000 miles, as new; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

BOON & PORTER, Ltd.

1951 2½-litre saloon, black, red leather upholstery, one owner, well maintained, 19,000 miles, excellent, guaranteed; £695.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

RUSSELL MOTORS offer:—

1954 1½-litre Riley, one owner, 11,000 miles only, grey; a really immaculate car; £965.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MAYFAIR COUNTY CARS offer:—

1952 Riley 2½ saloon, one owner, 27,000 miles, taxed December; £735.

1950 Riley 2½ saloon, fitted H.M.V. radio, heater; £575.

1950 Riley 1½ saloon, superb condition; £585.

EVERY car 3 months' written guarantee, any make of car taken in part exchange; easiest of terms.

7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

CHIPSTEAD MOTORS, Ltd., offer:—

1950 Riley 2½ saloon, dual green, extras, speedo reading 31,000; £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

BRADSTOCK MOTORS, Ltd., offer:—

1950 Riley 1½-litre saloon, maroon, with red leather, heater, taxed year, excellent condition; £545.—Chase Rd., Epsom 5696/7. [C1090

GORDON & GLYNN (The Riley Centre).

£265—1936 1½-litre Lynx 4-door open sports.

£255—1937 Sprite Kestrel, RB, 27K series.

£225—1937 9hp Monaco saloon, taxed December.

£175—1935 9hp Kestrel sports saloon.

£165—1936 1½-litre Falcon saloon.

£145 Brooklands 9hp 2-seater sports.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8526. [C2075

WESSEX MOTORS, New St., Salisbury.

PART of the Henly organisation.

1954 (April) Pathfinder, finished in gunmetal with red leather, fitted heater, radio and screen sprays, general manager's personal transport; £1,145.

TELEPHONE Mr. Webb-Bowen at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury. [C4067

1954 Riley 1½-litre 4-door saloon, immaculate.—Below.

1952 Riley 2½-litre saloon, 22,000 miles, heater, loose covers, Michelin S.D.S. tyres, very nice condition throughout; £760.—Below.

1953 Riley 1½-litre, 18,000 miles only, one owner, immaculate.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8266

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Riley Pathfinder, radio and heater, all extras, low mileage; £1,125; 1935 Riley 9 Monaco saloon, £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1947 Riley 1½-litre saloon, black with brown interior, one owner; £395.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3082

1936 Riley 1½ sports saloon, clean and good; £165 or £55 down.—Below.

1936 Riley 9hp sports saloon, good example; £145 or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

4900 miles only.—1955 model 1½-litre Riley saloon, fitted radio, covers; £50 under list.

1954 Riley Pathfinder, grey/grey, 9,000 miles, one owner, immaculate; £1,185.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1954 Riley Pathfinder, grey/red leather, heater; £1,165.—Odeon Motors, Ltd., Bar. 1144. [C3028

£150—Riley, 1935, 1½-litre 12/4 Falcon. Taxed December, good condition.—Park 9780 after 7. [9069

1949 Riley 1½-litre saloon, black, radio, leather upholstery, showroom condition, any trial; £560.

1948 Riley 1½-litre saloon, black, excellent condition; £525.

W. J. ADDINGTON & Co., Ltd., 179, Church Rd., Hove, 3. Tel. Hove 36820. [8326

RILEY

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston Kingston 3548. [0079/R

£465—1947 Riley 1½-litre saloon, black, with red leather upholstery, taxed, in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266 [C1070

1935 Kestrel 12/4, Ace discs, sports coil, spotlight, new dynamo, good tyres/battery; £120.—Bec. 0653. [9039

1955 Riley Pathfinder, works mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgravia 5721. [C3006

1950 2½-litre Riley Roadster, in perfect condition; £550.—Paterson, Lower Moor, Minety, N. Wilts. Tel. 231. [8999

1954 (Jan.) Riley 1½-litre saloon, black and cream, with maroon leather, twin carburettors, etc., one owner, as new; £950.—Below.

1953 Riley 1½-litre saloon, grey, red leather, Rimbellishers, etc., one owner; £775.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9047

£465—Riley 2½-litre 1947 saloon, superb condition, V.G. tyres, heater, choice 5; many other cars.

BENMOTORS, 1, Clareadon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1955 (July) Pathfinder, works mileage, black, red leather.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2065

1947 2½-litre, in really fine condition throughout; £445; terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920. [8947

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Riley cars in the country.

1955 (March) Riley Pathfinder, green/green leather, bench seat, 6,000 miles; £1,235.

1954 (June) Riley Pathfinder, dual grey, red leather, bench seat, 7,000 miles; £1,095.

1953 (February) 1½-litre saloon, black, brown leather, 22,000 miles, one owner; £875.

1949 (May) 1½-litre saloon, black, green leather, full service history; £545.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

1937 Riley Lynx tourer, 1½-litre, excellent condition, over £200 spent during past 3 years, ideal car for enthusiast; £265.—Box 5559. [8898

1947 Riley 1½-litre, black; 2 months' reconditioned engine; £460.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

THE most magnificent 1933 Riley 9 that can be seen in London; only used at week-ends; £125.—AZ. Motors, Palmerston Rd., N.W.6. Tel. Mal. 4725. [C1011

1953 (Dec.) 2½ sal., grey, left-hand drive, heater, one owner, 16,000 miles, immaculate; £750.—Green, 117, Blackpool Rd., Carleton, Nr. Blackpool. [9006

1952 Riley 2½-litre saloon, black, green upholstery, 28,000 miles, excellent condition; £745.—Brent Cross Garage, Hendon Way, London, N.W.4. Spe. 1196. [C1097

1954 (June) Riley 1½-litre saloon, blue, heater, 4,000 miles, perfect condition; £975 o.n.o.—McDonald, Elmbridge 2286/5140.—76, Victoria Rd., Surbiton. [9011

1954 Riley Pathfinder, grey, red leather interior, built-in radio and heater, one owner, very low mileage, as new; £1,175.—Hillwood Motors, Mill Hill (London) 4232. [8867

1948 Riley 2½-litre sports saloon, cream, faultless performance and extremely smart; £485 or £155 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Riley 2½ saloon, radio, heater, very good mechanical condition; a great bargain at £585; written guarantee; terms; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

1932 Riley 9 special 2-seater, excellent mechanical condition, beautiful professionally built body, absolutely perfect; £195.—Pridmore, High St., Glinton, Peterborough. [9000

1955 Riley Pathfinder saloon, 6,000 miles; £1,275.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

TANKARD & SMITH, Ltd., offer 1949 Riley 2½-litre saloon, black/brown leather, radio, exceptional condition for its year; £495; 3 months' written guarantee.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

765 gns.—Riley 1953 1½-litre sports saloon, leather, radio, heater, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Riley 1½-litre saloon, one owner, fitted with Whitewall tyres; an exceptionally nice car throughout; £695.—Norman Autos, 344-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C4089

1949 Riley 2½-litre saloon, Duo grey, with red leather, fitted heater, spotlamp, screen washers, Ace Rimbellishers, etc., beautiful condition, taxed December, genuine reason for sale; £495.—Ilford 3975. [8912

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R

1952 2½-litre Riley saloon, finished in black, green interior, fitted radio and heater, beautifully maintained by one private owner; £745.—H. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1085

1952 Riley 1½-litre saloon, l.h.d., finished black, red leather upholstery, 28,000 miles only, a very beautiful car; £575; terms; exchanges.—Matthews of Stockwell, Ltd., 55, Stockwell Rd., S.W.9. Brixton 2026/6555. [C3047

RILEY 1½ drop head coupe, 1939/40, coachwork and hood in excellent condition, engine recently rebored, genuine mileage 77,000, this car is similar to post-war series, viewed by appointment only; £365.—Tel. Forest Hill 3401, after 7 p.m. [9005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1952 (first registered November, 1951) Riley 1½-litre saloon, new engine just fitted, finished smart maroon cellulose, recorded mileage 34,000; £640 or fair offer.—Peake, 92, Forest Glade, Highams Park, London, E.4. Larkswood 1837. [C1056

1949 1½-litre saloon, black with green interior, perfectly sound and clean, 45,000 miles, heater, screenwashers, rad. blind, special spots; first £525 accepted; will consider 1955 Magnette or Humber Hawk, adjustment.

CHIPPINDALE (ENGINEERS), Ltd., 46, Barrack St., Leeds, 7. Leeds 42084, or evenings, Hornsforth 2589. [8950

XXX 1952 (June) Riley 1½-litre saloon, black with brown hide, heater, pass lamps, absolutely immaculate, one-owner car; written guarantee; £725; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2003

1955 Model 1½-litre, black, maroon leather, heater, H.M.V. radio, screen washers, wing mirrors, badge bar, Ace Rimbellishers, twin carbs., Auster auxiliary wings, 5,000 miles, as new, cost £1,250; accept £1,050, or part exchange for new Minor, Magnette or Pathfinder; private sale.—Moss, 258, Bowling Old Lane, Bradford, 5. Tel. 25499 (after 7 p.m. 44052). [9035

1938 Riley Blue Streak Kestrel 2½-litre; this exceptionally beautiful example of rare much sought after model offered discriminating buyer £395 o.n.o.; engine having been recently completely reconditioned regardless of expense, steering, braking systems, etc., overhauled, all in preparation prolonged foreign tour; recent 100% R.A.C. report; any trial, survey.—Runnymede Cottage, Wraysbury, Bucks, Wraysbury 175, evenings. [8676

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Riley.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

1937 Riley wanted by private buyer for around £150.—Tel. Pro. 3746. [8973

PRIVATELY owned Riley.—5, Brae Court Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Riley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C.N.K. MOTORS are enthusiastic buyers of clean Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litres.—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [W1048

GOOD Riley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WANTED, nearly new Riley 1½-, 2½-litre, distance no object.—Green & Zonis, 248-252, Deansgate, Manchester, 3. Tel. 3325-6. [W2028

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [8581

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill. S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0236/R

EFFICIENT repairs! Immediate attention, gears, gear boxes (incl. overdrive); seat covers, £5/10; trade discount; cars bought, sold.—T. & F., 10, Winchester Mews, N.W.3. Fri. 2647. [B4100

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

C.

M

CAR MART, Ltd.

1936 Rolls-Royce 25/30 H. J. Mulliner 4-door sports saloon, black and grey with brown upholstery; £750.

CAR MART, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039

JACK

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER DAWN 1953 standard saloon, two shades of grey/red hide, loose covers; £3,850.

SILVER WRAITH 1953 H. J. Mulliner touring limousine, dark green/grey hide, one owner, 11,000 miles; £5,250.

SILVER WRAITH 1951 H. J. Mulliner touring limousine, blue/grey leather; £4,250.

SILVER WRAITH 1948 James Young 4-door saloon, mid-blue/blue hide, one owner; £2,850.

25/30 1939 Barker 4-door saloon, black and green/green leather; £850.

25/30 fixed head foursome coupe, blue/grey hide, loose covers; £850.

20/25 1936 Hooper sports saloon with division, black; £595.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

PB. Ltd., offer:—

1937 25/30 Rolls-Royce saloon with division, by James Young, radio, heater, in first-class condition throughout.

1934 H. J. Mulliner saloon with division and ride control.

1930 20/25 owner-driver saloon by H. J. Mulliner, painted grey and black, unholstered in green leather, chassis and bodywork in excellent condition.

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WRITE, call or telephone.

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LEEDS, Bradford, Sheffield. [0905/R

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THE pre-war Rolls-Royce specialists.

£285.—Rolls 20/25 1930 sedanca de ville, over £200 overhaul in last 18 months, superb original condition, fitted heater, 20mpg.

£550.—Rolls 20/25 1934 sports saloon by Freestone & Webb, very low built Continental style coachwork, complete original toolkit, immaculate throughout.

ALWAYS a good selection of all types at very competitive prices.

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FROM our large and comprehensive stock we have chosen the following cars as examples:

1955 Silver Dawn saloon with coachwork by James Young, finished in 2-tone grey with green hide upholstery, fitted with automatic gear box.

1954 Silver Wraith touring limousine by James Young, finished in black, this car is fitted with automatic gear box, electric division, curved windscreen and cocktail cabinet, beautiful red leather and cloth upholstery, condition as new.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

JACQUIER, Ltd., offer:—

1937 P.III Park Ward sedanca, radio, heater, cocktail cabinets, numerous other extras, exceptional condition; £825.

1936 Rolls-Royce 25/30 A. Mulliner limousine, side seats; £635.

1937 25/30 Gurney Nutting semi-razor-edge with drop division, excellent condition; £735.

1935 20/25 Hooper sports saloon, believed under 40,000 miles, genuine; £695.

1933 20/25 Connaught saloon with division, attractive; £425.

1933 20/25 Thrupp & Maberly owner-driver saloon with boot; £495.

1932 P.II sedanca, excellent condition; £275.

1929 P1 limousine, face-forward, leather throughout; £175.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

RUSSELL MOTORS offer:—

1937 25/30 Rolls-Royce Sedanca coupe by Gurney Nutting, recent makers' overhaul, an exceptional car.

1934 (Nov.) 20/25 Hooper sports saloon with riding control, excellent mechanically; £525.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co., Ltd.

1955 Rolls-Royce Silver Dawn, grey, automatic gear, 5,000 miles.

MANN EGERTON & Co., Ltd.,

14 Berkeley St., W.1 Hyde Park 2073. [C2006

CHIPSTEAD MOTORS, Ltd., offer:—

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.; £375.

COUPE Hooper 2-seater drop head 25hp, 1930, exceptional condition; £385.

H. J. MULLINER 1935 25hp converted sedanca sports saloon, ride control, heater, bumpers, etc., genuine bargain; £495.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7255-7154. [C1046

CREST OF BOURNEMOUTH, offer:—

1934 Rolls-Royce 20/25 razor edge saloon; £585.

1933 Rolls-Royce 20/25 saloon by Hooper; £475.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1099

SWANMORE GARAGE, Ltd., Bournemouth, Rolls-Royce specialists, offer:—

£2175.—Rolls-Royce 1947 Silver Wraith owner/driver saloon (no division), by Park Ward, just overhauled and now being recellulosed.

£875.—Rolls-Royce 20/25 Freestone & Webb 1936 model saloon, no division.

£445.—Rolls-Royce 20/25 (1938 replica), exceptionally attractive.

£585.—Rolls-Royce Phantom II, magnificent Continental 4-door saloon by Figoni, absolutely superlative condition.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43544. [C4024

ROLLS-ROYCE

METCALFE & MUNDY, Ltd.

ROLLS-ROYCE 1933-4 Phantom II Owen sedanca coupe, in faultless condition throughout; £695.

METCALFE & MUNDY, Ltd., 280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1937 delivery Rolls-Royce Phantom III owner-driver sports saloon with boot, by Gurney Nutting, 2-tone black and brown with brown leather upholstery, heater and radio; £985.

1937 delivery Rolls-Royce Phantom III sports saloon with disappearing division by Barker, black with beige leather upholstery; £985.

1934 delivery Rolls-Royce Phantom II Continental chassis with drop head foursome sedanca coupe by Gurney Nutting, black with brown leather upholstery; £685.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C3036

MASCOT MOTORS, Ltd., the firm with service after sales, offer the following:—

1936 (late) 30hp Thrupp & Maberly sports saloon, faultless condition; £875.

1935 20/25hp Thrupp & Maberly enclosed limousine with swept back; £675.

1934 20/25hp Park Ward owner-driven saloon; £575.

1933 (late) 20/25hp Windover sports saloon; £475.

1933 20/25hp Thrupp & Maberly saloon; £425.

AND many others undergoing renovations.

FOREIGN buyers.—Repurchase arrangements guaranteed.

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ALPE & SAUNDERS (COACHBUILDERS), LTD. Station Approach, Kew Gardens. Richmond 1161.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

ROLLS-ROYCE drop head with 1938 body, 20/25 model; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

ROLLS-ROYCE 1936 sports saloon, 20/25, extensive overhaul; £650.—Dr. Bartlett, Saffron Walden 2327. [8894

1935 (December) Rolls-Royce 20/25 Hooper 7-seater sedanca de ville, just back from Rolls after £500 overhaul; £625.

1934 Rolls-Royce 20/30 Windover sports 4-door saloon, black with brown leather; £445.

A. DEY & Co. (Liverpool), Ltd., 18, Hardman St., Liverpool, 1. [8640

1933 25hp Rolls-Royce limousines, choice of 2, from £395.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2223. [C2022

1934 Rolls-Royce 25.9 sports saloon by Mulliners, nice condition; £475; terms, part exchanges.—Wilsons, 34, Acre Lane, Brixton 4011. [C4085/1

A&S Guaranteed Limousines, 1937 30hp Windover, 0/D Sedanca, division and side seats, speedometer rearing approximately 71,000 miles. £750.

LIMOUSINE, 1934 25hp Mulliner, 7-passenger, wide face forward seats, well maintained. £535.

LIMOUSINE, 1935 Series Park Ward, division and side seats, leather throughout. £350.

ALPE & SAUNDERS (Limousines Purchased) Providence Court, Forth Audley Street, Mayfair 2941. [C1006

1935 Rolls-Royce 20/25 Barker sports saloon, 53,000 miles; this car is in an astonishingly immaculate conditon throughout; full Rolls-Royce history; £675.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18. Rus. 2874-5. [7291

1936 20/25 Rolls-Royce sports saloon, 2-tone grey with grey trim, in extraordinarily fine condition with known history; £650.—Simmons, Grosvenor 2635. [8916

1934 Rolls-Royce 25.9 4-passenger Park Ward saloon, straight back, chauffeur maintained, immaculate; £495; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. [C4085

1936 Rolls-Royce 25, Hooper, owner-driver saloon with luggage boot, one owner since new, outstanding condition; £825.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

LIMOUSINE, 25hp/1934, roomy Hooper, 3-abreast seat, occasionals, exceptionally nice chassis, carefully maintained, black; £545.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1103

£295.—Rolls-Royce 20-25 G.H.W. series Park Ward saloon with winding division, December, 1932, full Rolls history; outstanding value.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

CASS'S MOTOR MART.—1935 Rolls-Royce 20/25 limousine, black, superb condition, continually maintained by makers, Rolls-Royce chauffeur since new, one private owner.—3, Warren St., W.1. Eus. 4110. [C1040

1937 25/30 Rolls-Royce Park Ward limousine, F/F radio, sliding front to rear, 73,000 miles, two private owners, history available; £975.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1950 Rolls-Royce Silver Wraith saloon by Windover, 2-tone grey, cost £7,400, full history, 30,000 miles, many extras; £5,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C5037

1935 Rolls-Royce 20/25, Park Ward, owner-driver 4-light saloon, fitted division, leather upholstery, an inexpensive quality car; £535.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C5011

1938 P.111 Hooper saloon Rolls-Royce, chocolate and black, electric division, magnificent condition, chauffeur driven and Rolls-Royce maintained, previous owners Royalty; £1,500.—Oakwood Hall, Bingley, Yorkshire. Tel. 2986 [8834

1935 (March) Rolls-Royce 20/25 Park Ward 6-light saloon, dark blue/brown hide, mechanically 100%, all nearly new tyres, swept tail, whole car unblemished inside and out, taxed year, a most excellent example of these fine cars; £525.

ALTWOOD GARAGE Altwood Rd., Maidenhead. Tel. Littlewick Green 73, evenings and week-ends Littlewick Green 3076. [C1109

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495 gns.—Rolls-Royce 1935/36 20/25hp Barker owner driver saloon, black, sliding head, fawn leather, heater, Ace discs, very carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gillan Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [0554

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JACK OLDING & Co. (MOTORS) Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3050

A & S Limousines required urgently, highest prices for genuine cars.

ALPT & SAUNDERS Ltd. Providence Court, North Audley Street, London. Mayfair 2941. [W1006

LIMOUSINE, 20-30hp, must be in excellent condition, 1956-58.—Glynn, 134a, Grange Rd., Ramsgate, Kent. [8972

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041.

GOOD pre-war Rolls-Royce wanted immediately by R. B. Magor, Springfield Lyons, Chelmsford; no dealers. [8685

XXX Excellent cash prices for good Rolls-Royce cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

PRIVATELY owned 1937-38 limousine urgently required, alternatively 7-passenger Wraith.—Address, Woodbury, Sheen Common Drive, Richmond. [W1105

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3562. [0545/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1251-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0550/R

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ASERVICE unequalled.

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ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0064/R

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GLANFIELD LAWRENCE offer:—

1946 Rover 10 saloon, black/brown leather, truly outstanding car; £435.—407, High Rd., N.12. Finchley 0091. [C2053

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1935 Rover 10 saloon; £99.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

FOR quick sale, 1938 Rover 10, good condition; £170 o.n.o.—Tel. Pinner 2754, evenings. [9043

1946 (October) Rover 10 saloon, excellent value; £455; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3054

1947 Rover 10 saloon, black, brown leather upholstery, heater, sun roof, first-class condition throughout; £435.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

£475 !!!—Undoubtedly the finest Rover 10 we have recently purchased; if you drive this car its so tight, quiet and beautiful to handle you could imagine its only done 10,000 miles; the leather interior is unmarked, bodywork original and beautiful, a one in 100,000 motor car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

ROVER 12

HC £315.—1939 Rover 12 saloon in first-class condition throughout; this car looks and runs like a post-war Rover, 3 months' guarantee; h.p. and exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C209

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1936 Rover 12, completely overhauled; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1947 Rover 12 saloon, faultless; £465.—Beardmore, 6, Queensway, W.2. Bayswater 0136. [C1015

1946 Rover 12, black, one owner, £415; also 1939 in blue, £295; terms, exchanges.—C.N.K., Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

1939 Rover 12hp de luxe saloon, needs respray, good runner, bargain; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 (Oct.) Rover 12 sports saloon, fitted radio, a really immaculate specimen; £495; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

BRUTONS.—1940 Rover 12 6-light saloon, black, interior renovated, new carpets, excellent condition; £339; terms, exchanges.—1A, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104

1948 Rover Tourer 12, in fine order, fully disappearing hood, beige, maroon leather, a scarce model; £495; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

ROVER 14

1947 Rover 14 sports saloons, choice of three black with brown leather interior, from £575.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendeton, Manchester, 6. Pen. 3457. [C3000

£150 !!!—1936 14, just recellulosed; bargain!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1946 Rover 14 saloon, blue/blue leather, immaculate, guaranteed; £435.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055

£185.—Unique Rover 14 de luxe saloon, 2 owners, stored years, 1936 but unbelievable original condition, which would put many post-war versions to shame, recorded mileage 50,000 but the general condition of the car would indicate 15,000; must be seen, if only for interest's sake.—Hampstead 7871. [8931

ROVER 16

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Rover 16, fitted radio; £225.—355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015

SUPERB specimen, light green finish, 1947-8, radio and heater; £445.—Value Cars. Prospect 7520. [8881

ROVER 16, 1939, four light, as post-war model, immaculate; £270.—After 6.30, 91, Manor Way, Blackheath. [9010

ROVER 20

ROVER 20, 1938, admirable car, always maintained as member of the family; £200.—Dryland, Kington, Herefordshire. [8470

ROVER (60, 75 and 90)

J. DAVY, Ltd.

5000 miles; Rover 90, black with red leather, loose covers, one owner; £1,195.

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069

COX'S for Rovers.

1954 model Rover 75, black with green leather, typical Rover condition, one owner; £1,095.

1948 9 Rover P.3 75, sports saloon, green with green leather; radio and heater; £595.

COX'S MOTORS (LEICESTER), Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1059

JACK SMITH offers:—

1954 Rover 90, duo grey, 13,000 miles, immaculate; £1,175.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4062

TOM GARNER, Ltd., offer:

1950 Rover 75 saloon, blue; £645.

1955 Rover 60 saloon, black, 500 miles only; £1,195.

1955 Rover 90 saloon, green, many extras, 3,000 miles; £1,345.

1949 Rover 75 P3 sports saloon, black, 21,000 miles; £595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1948 Rover 75 saloon, fitted radio; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1091

1955 Rover 90, 1,900 miles.—Below.

1954 Rover 90, H.M.V. radio, both cars as new; 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

AUTOSALES (LONDON), Ltd., offer:—

1948 Rover 75 de luxe saloon, fitted radio and heater, in exceptional condition throughout; £585.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [8919

AUTOSALES (LONDON), Ltd., offer:—

1954 model 75 de luxe saloon, 16,000 miles only, finished in grey with red interior, absolutely as new; £1,065.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [8918

1953 Rover 75 saloon, green with green interior, radio, various extras; £895.

PARKENS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3062

ROVER (60, 75 and 90)

DUNHAM & HAINES OF LUTON offer:—

1951 Rover 75 saloon, blue/blue, one owner, 32,000 miles; £795.

1948 Rover 75 saloon, 4-light, maroon/maroon, radio; £595.

WE have a large selection of used Rover 60, 75, 90 saloons available.—Tel. Luton 2100-1 for further information. [C1079

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Rover 60 saloon, black and red, 8,000 miles only; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Guildford 62907.

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Rover 90 saloon, green with green upholstery, fitted heater, 12,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045/1

WARWICK WRIGHT, Ltd. offer:—

1955 series Rover 60 saloon, grey with grey upholstery, fitted heater, 5,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C4045

1954 (March) Rover 60 saloon, dual grey, radio, heater, one owner, 12,108 miles; £995.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1953 Rover 75, radio, heater; £925.—A. Owen (Hendon), Ltd. Tel. Colindale 5185. [9059

1955 Rover 90, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 Rover 75 saloon, black, fawn interior, excellent condition; £885.—Robbins, East Putney. Tel. 7881. [C3010/1

1955 series Rover 90, finished dual grey, with radio, one owner, quite perfect throughout; £1,275.—Morley, 54, Streatham Hill, S.W.2. Tul. 4466. [C3016

£555 !!!—1949 Rover 75 saloon, mechanically excellent, coachwork unworn and apparently brand new.—Below.

£695 !!!—Rover 75 1950/51 P4, absolutely faultless appearance, well maintained example.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground.) Finchley 6222-3-4. [C2052

1954 Rover 90 saloon, 12,000, spare unused; £1,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/2

1948 Rover 75 sports saloon, maroon, H.M.V. radio; £550.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fre. 8401. [C4056

1954 (October) Rover 60 saloon, green, one owner, 14,000 careful miles, supplied and serviced by us; £995; also

1954 (May) Rover 90, black, brown hide, one owner, original and superb condition; £1,095; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1955 90 saloon, ivory, red hide, H.M.V. radio, low mileage, almost indistinguishable from new; £1,260.—Below.

1954 90 saloon, 2-tone grey, red leather, high ratio axle, almost equal to new; £1,190.—Robbins, East Putney. Tel. 7881. [C3010

£695.—1950 Rover 75 saloon, exceptional order, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 (Oct.) Rover 75 saloon, beautifully kept car; £535.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4086

1948 (November), black, heater, one owner, a specimen car; £525; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [8948

1953 Rover 75 saloon, black, red leather, small mileage, one owner, as new; £935.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1954 90 Rover saloon, black, red leather, 8,000 miles, radio, Regency covers, one owner; £1,190.—Breakell, 93, Marine Drive, Rhos-on-Sea, Denbs. [8896

1954 Rover 75, central gear change, black, red leather, radio, heater, air conditioning, 20,000 miles, almost as new; £995.—48, Forty Ave., Wembley. Arnold 4604. [C3017

ROSE & YOUNG, Ltd., offer; 1954 Rover 75 saloon, immaculate, one-owner car, green; £1,050.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1948 Rover 75, one owner, 33,000 miles, heater, seat covers, new tyres, L/H drive; £500.—Matters, "Byfield," Detillens Lane, Oxted, Surrey. Oxted 1283. [8851

1949 Rover 75 saloon, green with green hide upholstery, fitted heater, exceptional condition even for a Rover, with an especially immaculate interior; £550; below.

1948 Rover 75 saloon, grey with blue hide upholstery, fitted heater; £515; a choice of 2 outstanding cars.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

ARCHIE SIMONS & Co., Ltd.—1955 Rover 75 saloon, Lakeside green/green leather, radio and heater, nominal mileage, one owner, exceptional condition; £765.—94, Gt. Portland St., W.1. Lan. 1343. [C4065

1952 Rover 75 saloon, blue with grey upholstery, one owner, small mileage, taxed; £825.—Richard Taylor (Garages), Ltd., The Rover Specialists, Victoria St., Stourbridge, Worcestershire. Tel. 5171. [8929

1948 Rover 75 sports saloon, black, brown hide, radio, heater, exceptional condition; £535.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Rover 75 saloon, black with grey upholstery, one-owner, moderate mileage, taxed; £875.—Richard Taylor (Garages), Ltd., The Rover Specialists, Victoria St., Stourbridge, Worcestershire. Tel. 5171. [8930

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

JACK ROSE, Ltd., offer 1948 Rover 75, maroon, clean, open to any examination; £495.—Stafford Rd., Wallington, Surrey. Wall. 0677. [C3056

1948 75, really beautiful performance, fitted radio and heater, one owner since new, comparatively small mileage as car been stored; remarkable opportunity; £525!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£995.—1954 Rover 75 saloon, black, red leather, 25,000 miles, one very careful owner, absolutely unmarked, perfect in every way; terms; exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [8958

1954 Rover 90, finished black, red leather upholstery to match, 15,000 miles only since new, coachwork unmarked and interior as new, would pass any examination; price £1,065, part exchange considered.—Reynolds, 32, Castle St., Cambridge. [8509

545gns.—Rover 75 late 1950 P4 de luxe saloon, ivory, red leather, radio, heater, one owner, excellent condition; choice of 2 Rover 75s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Rover (60, 75 and 90) Cars Wanted

REQUIRED good Rover 75.—15, Dellcroft Way, Harpenden, Herts. Tel. Harpenden 118. [W2000

WANTED, new Rover 90; list price.—Gerrards Cross 2077. [8958

WANTED, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

LAND-ROVER

ALAND-ROVERS.—Harvey Hudson, Ltd., the nation-wide Land-Rover specialists, offer the following selection of late model Land-Rovers. Six months' guarantee. Hire Purchase.

1954 Land-Rover station wagon, 4,000 miles, grey, one owner, as new; £785.

1955 model Land-Rover pick-up, 8,000 miles, blue, one owner; £585.

1954 Land-Rovers, choice of four from £475.

1953 Land-Rover, 16,000 miles, accessories include mats, trafficators, excellent condition; £435.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wan. 0056. [C2039

EEVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

1952 Land-Rover, first-class condition.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8268

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

DECEMBER, 1948, Land-Rover, complete with tilt and Perspex side screens, genuine 13,000 miles, taxed for pleasure use only, immaculate condition; £275.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1950 Land-Rover, well kept body, sound order throughout; £250.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1949 Land-Rover pick-up, moderate mileage, go anywhere, pull anything; £225.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

G & M ALFREDS (1936), Ltd.—1952 (Series) Land-Rover, far above average.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Land-Rover, fully equipped; £295; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700/8894. [C3059

275gns.—Land-Rover, 1950, Perspex sidescreens, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Land-Rover Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wan. 0056. [W2039

ROVER MISCELLANEOUS

HHENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

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CHOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

RROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62807. [0242/R

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

BIRMINGHAM.—Post-war Rovers wanted; distance no object.—Hatton Motors, Ltd., 71, Broad St., Birmingham. [0214/R

XXX Excellent cash prices for good Rover cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Epsom 3400. [W2001

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [W4085/R

Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service spares, and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0432/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

GATEHOUSE offer:—

1955 Simca Aronde saloon, grey, heater, 1,600 miles only; £795.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1953 Simca Aronde saloon, fitted Whitewall tyres, 80 mph, 35 mpg; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

1954 (Oct.) Aronde saloon, black with grey upholstery, fitted heater, one owner, very low mileage and a most outstanding car in excellent condition; £700.—Grose (Kettering), Ltd., 1, Station Rd., Kettering. Tel. 2861. [8897

SINGER

J. DAVY, Ltd.

DISTRIBUTORS.

SINGER Hunter 1500 saloon available immediately.

J. DAVY, Ltd.

SINGER Distributors.

180-4 Kensington Rd., S.W.3. Western 9641.

215 Brompton Rd., S.W.3. Knightsbridge 4211. [C1069

CHARLES FOLLETT, Ltd., offer:—

SINGER SM 1500 saloon, 1953, black/metallic grey above waistline, red upholstery, 18,000 miles, radio, heater, carefully maintained, taxed for year, 5 months' guarantee, part exchange, H.P. facilities; £645.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6268.

SERVICE, Works & Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1952 SM1500 saloon, blue with beige Vynide interior, various extras; £495.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3062

SINGER Hunter saloon, 6,000 miles only, green, brown interior, unmarked; £850.—Below.

1951 (Model) Singer 1500 saloon 14hp 6-seater, exceptional condition; £460; exchanges, hire purchase.—B. & M. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1934 Singer 9hp 4-seater sports; £85 or £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

1953 Singer S.M. saloon; £470; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 model Singer SM1500, beige, immaculate; £475.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1949 series Singer Super 10 de luxe saloon, new tyres, really excellent condition, unmistakable bargain, £310.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£465!—1951 (July) S.M.1500 saloon, radio, heater, moderate mileage, one careful lady owner since new, superlative throughout; terms, exchanges.—Cardinal Motors, Ltd., Hythe Bridge St., Oxford. Tel. Oxford 4344. [8968

Singer Cars Wanted

SINGER SM1500s urgently required by Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

Singer Cars Wanted

RROWLAND SMITH'S the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SINGER SM1500's required in part exchange against the new Singer Hunter saloon, or for cash.—Tate Bros., Ltd., Singer Area Dealers, Portslade. Tel. Hove 48444. [6916

Singer Spares and Service

THE Singer agents for spares, service, repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 0291. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Spredwell 4701-2. [0605/R

ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. [0299

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. (Deansgate 4057.) [0740/R

SPORTS CARS

VINTAGE AUTOS.

KINDLY watch for our announcement in the next few weeks of the opening of my new West End showrooms.

ALWAYS one of the finest selections of sporting carriages of all types in stock; we only deal in good condition cars; we are open every night till 9 p.m. and open all day Sundays till 7 p.m. for inspection.

66 London Rd., Tooting. Tel. Mitcham 3951/5452. [C4079

B. & G. MOTORS offer:—

£275—M.G. 11hp T.B. 1939/40, open 2-seater, cream.

£265—M.G. 2.6-litre open 1939 speed, 4-seater, red.

£225—Lagonda 4½-litre Rapide, drop head coupe, radio.

£195—Lagonda 18/80 open speed 4-seater, cream.

£190—Wolseley Hornet 14hp special, 2-seater, red.

£185—M.G. Magnette N-type, open 4-seater, Blue.

£175—Wolseley Hornet Special drop head, specimen car.

£175—M.G. 8 P-type, open 2-seater, green.

£155—M.G. Magnette N-type, open, 4-seater, green.

£145—B.S.A. 10hp 1939 open 4-seater, black, easy-cleans.

£145—B.S.A. 10hp 1938 open 2-seater, black.

£145—Wolseley Hornet 12, open 4-seater, red.

£140—Ford 10, special Jensen open sports, 4-seater.

£135—Austin 7 Nippy open sports 2-seater, red.

£130—Wolseley Hornet 12, open 4-seater, red.

£130—M.G. 12 L-type, open 4-seater, cream.

£120—M.G. 12 L-type 4-seater, green.

£115—M.G. 12, open 4-seaters; choice of two.

£95—Hillman 10, open 2-seater, grey.

£65—Hillman 10, open 4-seater, blue.

MANY others, easy terms.—B. & G. Motors, 194/6/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

CARR BROS. GARAGES, Ltd.

FRAZER NASH Le Mans Replica, B.R.G., timed 132 mph, Z.F. diff., etc.; 945gns.

KIEFT Climax, as T.T. 1100cc class winner, only 2,000 miles, fibre glass body; 885gns.

SWALLOW Doretti, late 1954, B.R.G., 4,000 miles only, super tuned; 856gns.

TRIUMPH TR2, Post Office red, June, 1954, very low mileage, several extras; 710gns.

INVICTA Black Prince, Lagonda coachwork, manual gear box, reg. 1953, 2,000 miles only; 665gns.

M.G. T.D. 2-seater, choice of 2 fine examples, both 1951, 1 red, 1 green; both 472gns.

MORGAN Plus 4 2-seater, a one-owner 1953 model, blue, radio, etc.; 462gns.

H.R.G. 1500 2-seater, 1947, black/cream, specially tuned; 359gns.

M.G. T.C. 2-seaters, choice of 4 superb examples, 1947-49; from 359gns.

H.S.M. (Triumph) s/c Alfa-like Straight 8 twin ohc, 2-seater, 1941, red, very potent; 310gns.

ASTON MARTIN 2-litre swept tail coupe, 1939, red, recon. unit; 359gns.

ALVIS Speed 20 Vanden Plas tourer, black and green, immaculate, 1954; 234gns.

LAGONDA 16/80 sports 2-seater, B.R.G., 1932, new tyres; 170gns.

MORGAN 4/4 sports 2-seater, 1938, cream, cheap example, 152gns.

M.G. J2 8hp sports 2-seater, 1933, red, good tyres, just decoked; 119gns.

CARR BROS. GARAGES, Ltd., Sports Car Department (please contact Graham A. Warner).

HIGH St., Purley, Surrey (end Croydon By-pass). Uplands 4611-5. [C1041

H.R.G. 1½-litre Meadows, hydraulic brakes, recent engine overhaul, exceptional condition and performance; £275.—Box 5516. [8759

JOHNSON & BROWN, offer: 1950 Healey Silverstone, £575; new Austin-Healey 100, immediate delivery.—268-270, High St., Bromley. Ravensbourne 6841-2 and 6479. [C2075

BRUTONS.—1936 Alvis Speed 20, 4-seater, black, green, well shod, taxed year, extras; £265, terms, exchanges.—1A, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104

ALVIS Firefly tourer, 1933, preselector, very fast and reliable, hood and wings rather tatty; offers wanted.—Details, photo, Asquith, 116, South St., Keighley, Yorks. [8893

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

J. DAVY, Ltd.

AUSTIN-HEALEY 100 sports 2-seater in B.R.G., 10,000 miles only; £825.

DORETTI sports 2-seater in red fitted with overdrive, screen washers, wing mirrors, etc.; £865.

DB2 Aston Martin in blue, Vantage engine, Alfin drums, engine at present being overhauled by Aston Martin specialists; £1,475.

T.V. 1100 Fiat in duo grey/plum, 1955, heater, loose covers; £895.

TR2 in pearl white, overdrive and heater, new.

TR2 in black with fawn vynide, new.

T.V. 1100 Fiat in 2-tone blue, new.

J. DAVY, Ltd.

A.C. ACE & FIAT distributors.

180—4, Kensington High St., W.8. Western 9641.

215 Brompton Rd., S.W.3. Knightsbridge 4211. [C1069

PERFORMANCE CARS, Ltd., offer:—

THEIR usual unparalleled selection of over 200 new and used guaranteed cars at Windmill Garage, Great West Rd., Brentford, Middx. Write or ring Ealing 8641 for our 15-page list; consult our full-page advertisement in last week's "Autocar," or scan next week's issue for current bargains. [C5041

ROWLAND SMITH'S for sports cars.

795gns.—Sunbeam Alpine late 1953 sports 2-seater, grey, red leather, tonneau cover.

725gns.—Triumph TR2 1954 super sports 2-seater, geranium, leather, heater, late-type hood.

645gns.—Morgan Plus 4 late 1954 2-seater, ivory, TR2 engine, heater, small mileage.

625gns.—M.G. Midget 1954 2-seater, radio, luggage carrier, one owner.

525gns.—M.G. Midget 1953 T.D. 2-seater, luggage carrier, carefully used.

525gns.—Paramount 10 1953 (registered 1954) sports tourer, twin carburettors, i.f.s., one owner, small mileage.

375gns.—H.R.G. 1948 1½-litre sports 2-seater.

345gns.—H.R.G. 1947 1½-litre aerodynamic sports 2-seater.

345gns.—M.G. Midget 1947 T.C. 2-seater, twin passlights.

225gns.—Austin 7 1936 Nippy sports 2-seater, exceptional.

225gns.—Morgan 4/4 1939 2-seater, 2 spare wheels.

195gns.—M.G. Midget 1936 9hp P.B. 2-seater, silver grey, red leather.

195gns.—Delage late 1936 D6/70 sports saloon, i.f.s.

95gns.—Lagonda date 1934 4½-litre sports saloon.

69gns.—M.G. Midget 1939 8hp 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

BERT MASON SPORTS CARS, Ltd., offer:—

£175—Jaguar 1½-litre saloon, 1939 model.

£98—Triumph 16 sportsman's convertible.

£68—M.G. Midget sports 2-seater, red, slab-tank, new hood and screen, goes like all the proverbial clappers, bats, peculiar cats and suchlike all put together!

VERY many other interesting vehicles always in stock.

URGENTLY required, sports cars of all types, pre-war or post-war in above average condition; we pay top prices for good vehicles, but do not, however, and we would make this point quite clear, sell vehicles on a commission basis as in our opinion "if it's not worth buying, it's not worth selling." So if you have a good sports car for disposal and bring it to us, your journey will certainly be worth while.

WE are now open 7 days a week.

HIRE purchase terms on all vehicles.

BERT MASON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C5078

1953 Connaught 2-seater.—See under "Connaught." Ad. No. 8984. [8985

1951 (August) Dellow 2-seater, well maintained with very lively performance.—Apply Bale's Garage, Ltd., The Square, Banstaple. Tel. 4161. [8762

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars, see under Alvis, Bentley, Jaguar, Riley, Rolls-Royce and Sunbeam Alpine columns allow us to quote for your present car. [C1046

1954 Buckler 1,100cc special sports 2-seater, cream and red, hardly used, undoubted bargain, terrific performance; £425; or terms.—Bro Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CHILTERN CARS offer: Alfa-Romeo 1750 supercharged Castagna drop head coupe, £245; Alvis 14hp Firebird sports saloon, £155; Alvis 1934 12hp Firefly saloon, £75; Aston Martin Ulster 2-seater, £395; Aston Martin 1½-litre long chassis 4-seater, £355; Aston Martin 1½-litre saloon, £165; Invicta 4½-litre low chassis 2/4-seater, £265; Jaguar SS100 3½-litre 2-seater, £325; Jaguar SS100 2½-litre 2-seater, £295; M.G. 1946 TC 2-seater, £355; M.G. J 2 2-seater, £145; Morris Minor convertible, £365; 1935 Riley Imp 2-seater, £295; 1934 Riley Imp/Sprite 2-seater, £325; Riley 1½-litre Sprite 2-seater, £315; 1937 Triumph Gloria 1½hp saloon, £95; terms, exchanges; we shall be open over the Bank Holiday, excepting Sunday.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

Sports Cars Wanted

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam-Talbot, Morgans etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 525-6, Harrow Rd., Wembley, Middx. Wembley 6059-9. [W3014

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. [0755/R

STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954 Standard 8 4-door saloon, 12,000 miles, heater, wheel discs, coachwork and interior as new; 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

TANKARD & SMITH (DUFF, MORGAN), Ltd.

1954 Standard 8, 11,000 miles, perfect condition; £450.

PART exchange, H.P., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [8059

1954 (October) Standard 8, 7,000 miles, as new; £465.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

Sports and light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

The Autocar

specializes in small h.p. cars as well as the larger types.

1954 Standard 8 saloon, black, heater, all extras, genuine low mileage, as new; £475.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8813

1954 Standard 8 de luxe, fitted heater, one owner; £510.—Gardner & Co. (Hendon). Sunny Hill 3359 and 0030. [C2074

1954 Standard 8 saloon, black, heater, one owner, low mileage; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£275—1947 Standard 8 de luxe saloon, immaculate condition throughout; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1947 Standard 8 2-door saloon, black, fawn interior, fitted 10hp engine and numerous other modifications; £295.—Robbins, East Putney. Tel. 7881. [C3010

1954 Standard 8 saloon, duo colour blue and grey, 19,000 miles; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, low mileage, heater, several from £469; terms, exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6252. [C3066

MONTE CARLO Rally performance Standard 8, twin carbs., 4-branch exhaust, h/c head, high axle ratio.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. [C1106

R.A.C. Rally winning conversion, always available, see our advert. under Standard 10. New and used cars available with or without conversion; demonstrations; h.p. terms, part exchange.

1954 (Nov.) Standard 8 de luxe saloon, grey and red, heater, radio, 10,000 miles, Alexander Hi-Power conversion: £585.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

495gns.—Standard 8 1935 model de luxe saloon, grey, one owner, 7,000 miles, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Standard 8 Cars Wanted

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Standard 8s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

W. HAROLD PERRY require Standard 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W5042

STANDARD 9

£145—1938 Standard 9 saloon, good condition, choice of 3; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

STANDARD 10

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Standard 10, black, wheel trims, wing mirrors, 1,200 miles only; £610.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C5042

MONTE CARLO Rally performance Standard 10, twin carbs., high compression head, 4-branch exhaust.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 353. [C1106

R.A.C. Rally winning conversion, as used on works' entered cars, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms, part exchange.

1954 (September) Standard 10 de luxe saloon, black and blue, heater, 3,000 miles only, Alexander Hi-Power conversion; £635.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Standard 10s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094

STANDARD 12

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1948 Standard 12 de luxe saloon, very beautiful condition, black with green leather, extras include rim embellishers, wing mirrors, etc., taxed year, 3 months' written guarantee; 339gns or £119 deposit, balance 24 months.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [8908

STANDARD 14

1948 Standard 14 saloon, specimen car; £365.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9075

STANDARD 14, 1946, good running order, present engine 20,000 miles, body good; £250 or near offer.—Fox, Brewery Rd., Crowle, Scunthorpe. Tel. Crowle 142. [9031

1947 Standard 14hp D.H. foursome coupe, black, fawn Vynide hood, immaculate, good tyres; £325; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

STANDARD VANGUARD

RUSSELL MOTORS offer:—

1955 Phase II Vanguard, 280 miles only, radio, heater, screen washers, taxed; £845.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

CARRS AUTO SALES, Ltd., Standard and Triumph distributors,

OFFER used cars of exceptional quality:—

1954 Vanguard Phase II, black, heater; £650.

1953 Vanguard, black, heater, low mileage; £525.

1951 Vanguard, black, heater; £450.

STANDARD House, South End, Croydon. Tel. Croydon 6088 and 0266. [C1102

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Vanguard estate car, £425; 1949 Vanguard, radio and heater, whitewall tyres, £425.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£395.—Standard Vanguard, 1949, radio, heater, all extras, good tyres, choice 2; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1953 Standard Vanguard, green, green interior; £545.

HAMILTON MOTORS (LONDON), Ltd., 466-480, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

£395!!!—1951 series Vanguard de luxe saloon, continental drive, immaculate specimen condition.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1952 Standard Vanguard saloon, radio, heater, unmarked; £500.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9061

345gns.—Standard Vanguard, December 1949, saloon, screen washers, excellent condition; terms, exchanges.—Rowland Smith, below.

445gns.—Standard Vanguard 1952 saloon, comet blue, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

STANDARD Vanguard saloon (Dec., 1952), black, beige leather; £600.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

1949 Standard Vanguard saloon, heater, leather, a very clean car, bargain; £365.—Putney 2770. [C3089

1955 (July) Standard Vanguard estate car, blue/grey leather, virtually new; £830.—Black & White Garage, Cold Ash, Newbury. Tel. Hermitage 210. [8990

1952 Standard Vanguard saloon, positively as new throughout, genuine low mileage car, grey with grey interior, unmarked; £495.—Putney 2770. [C3089/1

1954 Standard Vanguard, black, red vynide interior, heater, small mileage, as new; £635.—Silverthorne Motors, Ltd., Fitzroy Sq., W.1. Euston 7811. [C4011

1952 (September) Vanguard saloon, grey, red leather; £525.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3080

1950 Standard Vanguard saloon, black, red leather upholstery, heater, one private owner since new, moderate mileage, excellent order; 3 months' guarantee; £425.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1951 Standard Vanguard, grey, red hide, radio, heater; £445.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Standard Vanguard saloon, grey, 10,270 miles only, exceptional condition throughout, fine opportunity, guaranteed; £595 cash; deferred or part exchange.
E. J. BAKER & Co., Ltd. Dorking 3822. [8858

1952 Vanguard, finished in black with brown upholstery and fitted heater and fog lamp, a one owner car supplied and maintained by us, taxed year; £495.
K J MOTORS, Ltd., Bromley. Rav. 3456. [8955

1951 Standard Vanguard saloon, black, heater, one owner, guaranteed; £425; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5966. [C3034

1950 Standard Vanguard saloon, blue, leather upholstery, radio, heater; £445.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

1955 Standard Vanguard diesel saloon, less than 1,000 miles, very economical, 50mpg, real bargain, not to be missed; £895.—Premier Motors, 295, Lewisham High Rd., S.E.13. Lee. 1051. [C3065

1953 Vanguard saloon, one owner, leather, dark green, 18,000 miles, a well-kept car in excellent mechanical order; £495; written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

TANKARD & SMITH, Ltd., offer 1952 Standard Vanguard saloon, blue/red, one owner, immaculate condition throughout; £525; three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4901.

1954 Standard Vanguard saloon, one owner, in showroom condition throughout, low mileage, leather upholstery, heater, radio and overdrive, maintained by us since new; £765.—Quantock Motors, Devizes Rd., Swindon 2073. [8890

XXX 1952 (September) Standard Vanguard 4-door estate car, blue with red upholstery, heater; immaculate and beautifully maintained example; written guarantee; £645; terms; exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Standard Vanguard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1953-4 Standard Vanguard estate car with overdrive.—Full particulars to Acland & Tabor, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3. [W1001

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0801/R

STANDARD spares, all models from 1937 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.—WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5599

LANKESTER LNC. Co. Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston Kin. 3151-6.

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

WESSEX MOTORS, St. Cross Rd., Winchester. PART of the Henly organisation.

1955 Studebaker President V8 hard top coupe, duo colour finish, fitted heater, radio and automatic transmission; faultless condition. TEL. Mr. Wilkins at Winchester 5555.

WESSEX MOTORS, St. Cross Rd., Winchester. [C4087

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—NOVEMBER, 1952, Studebaker Champion de luxe, heater, loose covers, immaculate condition; £850.—Brown's Garage, Loughton (Essex). 6262 (Tube). [C1084

1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1954 Studebaker, Farina type body, 3,000 miles, as new.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

ROSE & YOUNG, Ltd., offer 1954 Studebaker, Farina type body, fitted overdrive, radio, etc., immaculate, duo blue; £1,395.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

Studebaker Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

SUNBEAM

TOM GARNER, Ltd., offer:

1955 Sunbeam Mk. III sln., Alpine Mist, hrt., overdrive, many extras, 3,000 mls. only; £1,195.

1955 Series Sunbeam Mk. III convertible, Alpine Mist, htr., overdrive, 5,000 mls. only; £1,195.

1955 Sunbeam Alpine Roadster, sapphire blue, 500 mls. only; £1,175.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon (overdrive), claret with French grey upholstery, fitted radio and heater, 3,000 miles; £1,195.

1954 (October) Sunbeam Mark III convertible coupe (overdrive), alpine mist with red upholstery, 7,000 miles; £1,225.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1955 model Sunbeam, 7,000 miles, radio, heater, other extras, one owner, as new; £1,095.—Tolworth Motors, Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

SUNBEAM ALPINE

B. J. HUNTER, Ltd., offer:—

1954 Sunbeam Alpine coupe, very attractive car in cream, cost £1,300; bargain at £895.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Sunbeam Alpine, reputed to have cost approx. £1,500, ivory, red, radio, heater, rev counter, etc., speedo reading 12,000; £965.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WOKING MOTORS (Mercedes Distributors).

1954 (June) Sunbeam Alpine 2-seater, guaranteed 2,200 miles only, metallic blue, beige leather, taxed; £935.—Maybury Hill Garage, Woking 4277-8. [C4057

1954 Sunbeam Alpine, finished in red, radio, heater, one owner from new, excellent condition.—H. Leverton & Co., Ltd., Broad St., Spalding. Spalding 3221. [8961

ROSE & YOUNG, Ltd., offer 1954 Sunbeam Alpine, 4,000 miles only, fitted overdrive and special tuned engine, ivory; £1,055.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

795gns.—Sunbeam Alpine late 1953 sports 2-seater, grey, red leather, high compression engine, tonneau cover, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SUNBEAM-TALBOT

WM 1952 (reg. December, 1951) Sunbeam-Talbot saloon, black with beige interior, radio, heater, this must be one of the finest 1952 Sunbeam-Talbots in the country; £645.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1159. [C4049

CAR MART, Ltd.

1954 Sunbeam-Talbot 90 drop head coupe, heater, grey with red upholstery; £1,095.
CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 1001. [C1059

H. C. PAUL, Ltd.

1950 Sunbeam-Talbot 90 convertible foursome coupe, bronze, mileage 27,000, one owner only; £525.—32, Bruton Place, Berkeley Square, London, W.1. Mayfair 0821/2. [C3040

PEDIGREE CARS offer:—

1948 Sunbeam-Talbot sports saloon, H.M.V. push-button radio, heater, seat covers; £375.—340-2, Euston Rd., London, N.W.1. Euston 7889. [8905

TOM GARNER, Ltd., offer:

1954 Sunbeam-Talbot 90 Mk. IIa sln., Sapphire blue, htr., rdo., many extras, 12,000 mls.; £995.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1950 (Nov.) Sunbeam-Talbot 80 foursome convertible coupe midnight blue, grey hide, radio, heater, excellent condition; £525.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

SUNBEAM-TALBOT

H. BEART & Co., Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, heater, grey with red leather upholstery, excellent order; £495.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1081

BRADSTOCK MOTORS, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, one owner, green, superb condition; £495.—Chase Rd., Epsom 5696-7. [C1090

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, gun grey with red upholstery, 11,000 miles; £1,045.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES, offer:—

1954 Sunbeam-Talbot Mk. IIa, 8,000 miles only, fully equipped with radio/heater, loose covers, dual fog lamps, etc., finished bronze with red leather, whole car literally as brand new; at £955.—104, High Rd., Chiswick 2725/5870. [C1014

VINCENTS OF READING, Ltd., offer:—

SUNBEAM-TALBOT 90 coupe, colour green with beige leather upholstery, first registered May 28, 1954, mileage 11,600, one owner; price £1,045.—Vincents of Reading, Ltd., Station Square. Tel. 54204. [8848

PHOENIX MOTOR Co. (SURREY), Ltd.

FOR all Rootes Group products.

1946 Sunbeam-Talbot 10 saloon, excellent condition; £325.
MANY other models available.
PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Series Sunbeam-Talbot 90 drop head coupe, carefully used and in good order throughout; £595.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1950 (October) Sunbeam-Talbot 90 saloon.—Below.

1950 (July) Sunbeam-Talbot 80 saloon, 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C3029

1951 Sunbeam-Talbot 90 drop head, perfect throughout; £615.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

CAMDEN MOTORS offer the following high-class Sunbeam-Talbots from their stock of 500 cars:—

SUNBEAM-TALBOT 90 drop head foursome coupe 1952, fitted heater and radio, immaculate appearance and in first-class mechanical order throughout, recent special engine tuning, full servicing and engine inspection carried out by Sunbeam-Talbot agents, excellent tyres, hood, etc.; £695.

SUNBEAM-TALBOT 90 sports saloon 1952, Mark II model, in bronze, fitted heater, Kar-Robe seat covers, fog and passlights, another immaculate, low mileage example; £695.

SUNBEAM-TALBOT 90 Mark II saloon 1951, in grey with grey hide interior, a genuine one owner car, serviced since new at regular intervals by distributors and in specimen condition; £645.

CHOICE of three other 1951 saloons, one in black, one in pastel blue and one in bronze.

SUNBEAM-TALBOT 90 coupe, late 1950, with heater and radio, brand new hood and immaculate coachwork, condition virtually like that of a 1954 car; £595.

SUNBEAM-TALBOT 90 saloon, Mark I series 1949, just refinished in metallic bronze and fitted all new tyres, moderate total milage and in extremely good condition; £495.

SUNBEAM-TALBOT 80 saloon (9.8hp engine) 1949 model, metallic grey, grey hide interior, very bright little car, two owners since new, both week-end motorists, moderate total mileage, fog and passlights, built-in heater; £495.

SUNBEAM-TALBOT 10hp sports saloon 1948, metallic grey with Windtones, passlights, badge bar, reversing lamp and other extras, exceptionally good performance and in attractive order throughout; £445.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1954 Sunbeam-Talbot 90 saloon, small mileage, as new; £935.—Below.

1938 Sunbeam-Talbot 3-litre saloon, nice order throughout; £195, 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1954 Sunbeam-Talbot 90 saloon, fitted with radio, heater, colour gun grey with red upholstery, many other extras, 7,000 miles only; £985.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1948 Sunbeam-Talbot sports saloon, grey, sun roof, loose covers; £565.
DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923/4124. [C1075

1952 Sunbeam-Talbot 90, black/red, heater, 29,500 miles; £595.—John Trigg, Ltd., Esher 2255. [C4066

£585!!!—1950-1 Sunbeam-Talbot 80 convertible, most carefully used rare and unusual specimen.
LAMBS OF WOOD GREEN (Est. 1897). 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

90 Mk. 2 grey saloon, L.H.D., extras; £425 in B.A.O.R., £575 in U.K., or offers.—Details from Box 5595. [8961

1951 Sunbeam-Talbot coupe, radio, heater, new engine; £625.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9064

1950 Sunbeam-Talbot 90 saloon, heater, immaculate; £550.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9072

1951 Sunbeam-Talbot 90 saloon, black, red leather, one owner, carefully maintained; £645.—Hillwood Motors, Mill Hill (London) 4232. [8968

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1952 Sunbeam-Talbot 90, bronze, radio, heater, new tubeless tyres, an immaculate car; £650.—4, Bathurst St., W.2. Tel. Pad. 9250. [8987

SUNBEAM-TALBOT 90 saloon (July, 1954), blue, grey leather; £945.—Stratstone, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

1947 Sunbeam-Talbot 10hp drop head coupe; £350; from ¼ down deposit; part exchange.—Harry Davies Car Sales, 259 High Rd., Willesden, N.W.10. Willesden 7172. [8524

JACK ROSE, Ltd., offer: 1951 Sunbeam-Talbot 90 saloon, excellent condition inside and out; £595.—Stafford Rd., Wallington, Surrey. Wall. 6677; or Burgh Heath 2376. [C3056

1950 Sunbeam-Talbot 90 saloon, black, recently decarbonized, etc., beautiful order; £500.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1953 Mark IIA Sunbeam-Talbot saloon, genuine 21,000 miles, fitted with Radiomobile, heater, overriders and other accessories; £895.—R. F. Puggie, Bushey Heath, Herts. [C2017

1952 Sunbeam-Talbot Model 91A, finished black with red leather upholstery to match, fitted heater, nominal mileage, one owner since new, condition of car beyond reproach; £615.—Reynolds, 32, Castle St., Cambridge. [8510

525 gns.—Sunbeam-Talbot 90 Mk II sports saloon, sliding head, leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625; exchanges, hire purchase; details, information on request.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

Sunbeam-Talbot Cars Wanted

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—55, Kinnerton St., S.W.1. Sloane 5424. [W3045

ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

SUNBEAM-TALBOT 90 or 80, sliding roof or convertible, 1949/1951, guaranteed mileage.—Box 5490. [8591

URGENTLY required, 1949-55 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8562

XXX Excellent cash prices for good Sunbeam-Talbot cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Epsom 9400. [W2001

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 6152. [0863/R

TRIUMPH

W. HAROLD FERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1950 Triumph Renown saloon, grey with grey upholstery, heater, radio, Ace Rimbellishers, reconditioned engine, excellent condition; £495.

W. HAROLD FERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

H. A. SAUNDERS, Ltd., offer:—

1953 Triumph Mayflower saloon, black/beige upholstery, heater, recorded mileage 12,600; £545.

836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

CLARKES OF PIRBRIGHT offer:—

1952 Triumph Mayflower, one owner, grey, grey leather and heater; £485.—Clarkes of Pirbright, Pirbright, Surrey. Brookwood 2201-2. [C1049

CHARLES FOLLETT, Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, jade green, beige hide, heater, speedo reading 17,000 miles, two owners, taxed, 3 months' guarantee; hire purchase, part exchange facilities; £575.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5946. [C2010

ELM AUTOSALES (MORDEN) offer:—

1938 Triumph Dolomite sports saloon black with red hide, two owners only, quite faultless condition; £265.—28/30, Abbotsbury Rd., Morden, Cherrywood 1615. [C2097

1950 Triumph Renown, heater; £495.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9071

TRIUMPH

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Triumph Mayflower saloon, in excellent order throughout; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2054

SLOCOMBES, Ltd., for cars with unique guarantee.

1947 Triumph Roadster 1800, cream with red P.V.C. hood, a most exceptional example; £425.

SLOCOMBES, Ltd., part exchanges cars or motor cycles, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

CARRS AUTO SALES, Ltd., Standard and Triumph distributors,

OFFER used cars of exceptional quality:—

1952 Triumph Mayflower, blue, heater; £475.

1949 Triumph 2000 saloon, black; £450.

STANDARD House, South End, Croydon. Tel. Croydon 6088 and 0266. [C1102

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 Triumph TR2, washers, one owner, low mileage; £795.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

£495!!!—Triumph Mayflower saloon de luxe, excellent condition, carefully used.—Below.

£495!!!—Triumph Roadster coupe, immaculate, carefully used, only 2 owners.—Below.

£295!!!—Triumph sports Roadster, genuine film star's delight, latest pre-war model, flowing lines, outstanding vehicle, looks worth £500.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd. Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1950 Triumph Renown saloon, gunmetal with grey interior, heater, various extras; £475.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4060.

1951 Triumph Mayflower, dual colour, olive green and beige, low mileage, as new; £475.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8786

£498.—Triumph Mayflower 51/2, really magnificent condition, all extras, choice 2; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube). Exchanges, h.p. [C1017

1951 Triumph Mayflower saloon, heater, excellent condition; £425.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9066

1951 Triumph Mayflower, low mileage, almost as new; £455.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

ONE Triumph TR2, colour red, first reg. June 24th, 1955, as new; £845.—Highway Motors, 60, Ware Rd., Hertford. Tel. Hertford 3692. [8749

1950 Triumph Renown, heater, outstanding, condition; £495.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068/1

JACK ROSE, Ltd., offer: 1951 Triumph Renown saloon, loose covers, open to any examination; £495. Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1948 Triumph 2000 Roadster, excellent condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1952 Triumph Mayflower saloon, blue, heater, one owner; £465.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

£495.—1953 Triumph Mayflower saloon, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Ken. 2477.

1953 Triumph Mayflower saloon, fitted heater, 12,000 miles, black; £535.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

725 gns.—Triumph TR2 1954 super sports 2-seater, Geranium, maroon leather, heater, late type hood, exceptional; terms, exchanges.—Rowland Smith, below.

425 gns.—Triumph Mayflower 1951 saloon, one owner, excellent condition; choice of 2 Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800 1948 Roadster coupe, blue, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Triumph Dolomite 1939 14/60 saloon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Triumph Roadster, one owner, 31,000 miles recorded, heater, specimen example; £465.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C3045

1951 Triumph Mayflower, black, fawn leather upholstery, fine example of this very popular and economical family saloon; £475.—Hillwood Motors, Mill Hill (London) 4252. [8664

1953 (June) Triumph Mayflower, black/blue, heater, 16,000 miles; £575.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2352. [C3022

12000 miles, Triumph Mayflower, black, red leather, heater, spare unused, carefully used, maintained by us, taxed year, first registered October, 1952; £550.—Below.

£550.—1952 (Feb.) Triumph Renown 2000 saloon, grey, red leather, heater, excellent tyres, one careful owner who has covered only 31,000 miles, taxed year.—Below.

1950 (May) Triumph Renown saloon, black, fawn leather, loose covers, heater, almost new tyres, one owner since new, taxed year; £515.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1953 Triumph Mayflower saloon, one owner, heater, screenwash, superb condition, guaranteed; £535.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [C4053

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower, black/beige leather, radio and heater, one owner, 14,000 miles, showroom condition; £565.—94, Gt. Portland St., W.1. Lan. 1343. [C4063

TRIUMPH

1951 (52) Triumph Renown saloon, delightful condition; £545.—Steele Griffiths, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [9816

PRIDE & CLARKE, Ltd.—1955 Triumph TR2, pearl white/brown leather, heater, 2,000 miles, over £100 extras; £150 under cost; £829; terms, exchanges; late; guarantee.—237, Brixton Hill, S.W.2. Tul. 3644/5. [C3068

1953 Mayflower, blue, recellulosed, leather, heater, radio, recent top overhaul, perfect condition, one owner, offers at £535.—Redgrove, Lowfield Heath, Nr. Crawley. Tel. Horley 452 or Office.—Vic. 3793. [8775

1953 Triumph Mayflower, blue leather, heater, radio, one owner, really excellent throughout; £495, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1954 TR2, pearl white/red, special equipment, heater, racing springs and shock absorbers, specially tuned engine, latest brakes, very low mileage, one owner; £795.—Odeon Motors, Ltd. Bar. 1144. [C3028

MAYFLOWER, August, '52, original owner selling, just had first decoke, bore wear under five thou., new tyres and battery, heater and many extras; £450.—14, St. Albans Ave., Hanworth, Middx., evenings and weekends. [8824

ROSE & YOUNG, Ltd., offer 1954 Triumph TR2 sports, one lady owner, fitted adjustable steering, leather upholstery, ice blue; £755.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1952 (July) Triumph Renown, finished grey, fitted heater, radio, one owner since new, in perfect condition throughout, £595; also 1953, fitted heater and radio, finished grey, 17,000 miles, £675.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

1954 Triumph TR2, choice of two almost identical cars, green and beige/maroon, wire wheels, heater, radio, overdrive, tonneau, aero screens, competition brakes, etc., etc., both cars completely overhauled; £815.—Wootton Downs, Nr. Woodstock, Oxon. (Tackley 239.) [9025

Triumph Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ALMOST new Triumph required immediately.—54, Streatham Hill S.W.2. Tulse Hill 2676. [W3016

BARTLETT will pay more for good TR2 Triumphs.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

CRASHED or damaged Triumph TR2 in any condition; distance no object.—Tel. Oldham Main 2022. [9044

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

GOOD Triumph required immediately.—G. Edwards, 2, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Triumph Spares and Service

TRIUMPH distributors, for spares service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0018/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. [0145/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockist's.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel 3322). [0355/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

1951 Austin A70 Countryman; £535.

1951 Standard Vanguard 4-door estate, fitted heater, recently recellulosed and fitted new engine; £525.

100 Great Portland St., London, W.1. Langham 6044-5. (Private Branch Exchange.) [C4072

DICKS.

1948 Standard 14hp utility, maker's body, 4 doors plus rear opening door, fitted hydraulic brakes; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6688-9. [C1072

H. W. MOTORS, Ltd., offer:—

NEW Morris 10cwt Convertor estate car by Wadhams; £825.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2042

ROWLAND SMITH'S for utility cars.

595 gns.—Bedford late 1954 Martin Walter 12-seater Dormobile, honey beige, steering column gear change, heater, moquette seat covers, one careful owner, small mileage.

325 gns.—Austin 16 1948 4-door 5-seater shooting brake, natural timber, brown leather, heater, fold-flush rear seating, excellent condition.

265 gns.—Lea-Francis 1946 14hp shooting brake, 4-door 5-seater natural timber body, radio, removable rear seating, drop tailboard.

95 gns.—Jeep (Willys) registered 1951 utility, detachable body, bench seat, spare wheel; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1949 Austin 16 Countryman, 32,000 miles, in excellent condition, one owner, taxed year; £350.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C5080

PETER BANTOCK CAR SALES offer:—

1955 Ford 7-seater 10cwt Utilicon, 2 000 miles only, fitted H.M.V. radio, heater, etc., literally a brand new vehicle at a considerable saving on list price at £595.—104, High Rd., Chiswick 2725/5970. [C1014

WEST LONDON MOTOR MART, Falling Rd., Brentford, Middx. Tel. Ealing 8842.

FORD V.8 utilities; choice of 20 from £100.

MORRIS 10hp utilities/pick-ups from £100.

HILLMAN 10hp utilities/pick-ups from £100.

AUSTIN 10hp utilities/pick-ups from £100.

STANDARD 12 utilities/pick-ups from £100.

MOBILE 1-ton Stanhay crane (Fordson Major).

FORDSON Major dumpers; prices on application.

3 MONTHS' written guarantee, immediate insurance arranged, hire purchase, terms and part exchanges. [C3041

CHIPSTEAD MOTORS, Ltd.—See Bentley column. [C1046

£525.—1951 Standard Vanguard estate car, dark green, with leather upholstery, heater, taxed for the year.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Austin A40 Countryman, new engine; £465.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9069

£395.—Jowett 1952 Utility Bradford, 4/5 seater, really magnificent condition, one of the best on the road, many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, H.P. [C1017

1952 6hp Ford van type shooting brake, splendid order; £275.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

£95!!!—1938 Ford V3 utility, in sound order throughout.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 (July) Hillman estate car; £485.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1948 Standard 14 station wagon, exceptionally good condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 0677-8. [C2043

1951 Austin A40 Countryman estate car, green, excellent condition; £460, exchanges, terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [4612

G & M ALFREDS (1936), Ltd.—1953 Hillman Minx Anniversary model estate car, above average condition.—Below.

1952 (series) Humber Pullman, chassis fitted magnificent 8/9-seater, oak-built estate car, body by Messrs. Cockshoots, Manchester, 7,000 miles only since new, cost £3,000 approximately, offered at £1,250.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Standard estate car, blue, red leather seats, heater, radio; £550.—Day, Welbeck 1131, evening Larkswood 6297 [8445

1953 Minx estate, in magnificent condition throughout; £625, written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists. list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1953 Hillman estate car, metallic grey, heater, one owner, moderate mileage; £615.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

SIMCA Aronde Chatelaine Station Wagon, the most popular model of its type, 1955 brand new, the ideal two-purpose vehicle, with sports saloon performance; £899/5/10.

1948 Hillman Minx Phase II estate car, genuine 4 door bodywork, maintained in splendid order; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

BEDFORD Dormobiles by Martin Walter. A few low-mileage models in stock, reopening Monday, August 8th.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1955 Hillman Husky utility, quite new, also 1955 Hillman/Commer estate car, 500 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Dormobile (Morris), unmarked, 6,700 miles, one owner, luggage rack (new about £310) at £565. A.A. inspection welcome; terms, exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8769

1953 Austin A70 Countryman, factory built, radio, heater, screen washers, well maintained, moderate mileage; terms, exchanges.—H.F. Edwards, 28/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1948 Humber Hawk 14 estate car, £395; 1953 Austin A40 Countryman, £595; also 1951 Rolls-Royce 25 utility, £350; and 1953 Jowett Bradford de luxe utility, £335; 1955 Commer estate car, 500 miles, £610; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010/1

ROYS AUTOMOBILES, Ltd., offer 1950 Bradford utility, as new, £195; 1952 model A40 Countryman, £585; 1947 Ford 8 utility 4-seater, £165; 1947 Austin 10 utility, £195; many others; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3099

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DORMOBILE required, 1955, beige preferred.—81, Alresford Rd., Winchester. [W1010

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059

BEDFORD Dormobile by Martin Walter wanted, reopening Monday, August 8th.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

VAUXHALL 10

1938 Vauxhall 10 saloon, very clean condition; £195!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£335.—1947 Vauxhall 10, loose covers, excellent condition throughout; terms.—Autoships, 5, Balham High Rd. Balham 1509. [C1009

1939 Vauxhall 10hp de luxe saloon, clean condition, fitted new engine; £225 or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

VAUXHALL 12

MEBES & MEBES, Ltd. (Est. 1893), offer:

1939 Vauxhall 12hp saloon, black, brown hide upholstery, coachwork and interior excellent, good tyres, economical and roomy; £225.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1948 Vauxhall 12 saloon, finished in black, loose covers, a smart economical car; £320.

ERIC EAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2055

1938 Vauxhall 12/6, blue, good condition, recently overhauled; £185 o.n.o.—Florey, 55, Woodgreen, Witney, Oxon. [9046

VAUXHALL WYVERN

G.N. Ltd., Vauxhall main dealers, offer:—

1953 Vauxhall Wyvern, grey, one owner; £615.

278—280, Balham High Rd., London, S.W.17. Bal. 1035 (7 lines). Showrooms open 8 a.m.-8 p.m. including Saturdays. [8935

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Vauxhall Wyvern, £645; 1951 Vauxhall Wyvern; £425.—355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C9015

1952 Vauxhall Wyvern saloon, black, excellent condition throughout; £560.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

£465.—Vauxhall Wytern 1950 small mileage, very attractive, also superb Velox; £465; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, H.P. [C1017

1954 Wyvern, 8,500 miles, heater, excellent example; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1950 Wyvern saloon, finished in Cresta 2 colours, most attractive car; £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 Vauxhall Wyvern saloon, empress blue and blue leather, fitted heater, fog lamp, windscreen wash, low mileage, exceptional condition; £625.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1954 model Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9056

1954 Wyvern, 10,000 miles only, spare unused, heater, Undersealed, taxed year, perfect; £650. Tel. owner, Laburnum 4867. [8982

1955 model Wyvern, grey with red upholstery, one owner, excellent condition; £715.—Wootton Downs, Nr. Woodstock, Oxon. (Tackley 239.) [9023

1953 Vauxhall Wyvern, radio, heater, one owner, exceptionally good condition; £625.—Nortnways Garage, Swiss Cotage, N.W.3. Primrose 1127. [C3026

1952 Vauxhall Wyvern, one owner, low mileage; £595, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1955 Vauxhall Wyvern, red, 7,000 miles, heater, exterior sun vizor, link mats, many other extras; £725.—Haddock, "Black Horse Inn," Great Durnford, Salisbury. Middle Woodford 270. [9004

345gns.—Vauxhall Wyvern 1949 saloon, black, fawn leather, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (October) Vauxhall Wyvern saloon, metallic chrome grey, with red interior, one owner since new, excellent condition throughout; £545.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1954 Vauxhall Wyvern, grey, heater, loose covers, wing mirrors, undersealed, 5,000 miles, unblemished, belonged to an enthusiastic owner, regularly maintained; £675; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 1676. [W3016

VAUXHALL VELOX

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offers:—

1954 Vauxhall Velox, black brown upholstery, windscreen washer; £695.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

ELITE MOTORS, offer:—

1954 Vauxhall Velox saloon, black/red, heater, speedometer reading 17,000 miles, the whole car without blemish; £685.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 1200 (20 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1955 Vauxhall Velox saloon, extremely low mileage, most attractive car, in red; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

H. A. SAUNDERS, Ltd., offer:—

1954 Vauxhall Velox saloon, grey/grey and red upholstery, heater, etc.; £695.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Velox, radio, heater, etc., black/red, low mileage; £695.

1953 Velox, heater, covers, etc.; blue, v. low mileage, immaculate; £645.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WARWICK WRIGHT, Ltd., offer:—

1953 (April) Vauxhall Velox saloon, green with green upholstery, fitted radio and heater, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1949 Vauxhall Velox; £425.—Below.

1950 Vauxhall Velox; £465.—Below.

1953 Vauxhall Velox, choice of two, from £640; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Vauxhall Velox saloon, fitted radio and heater, very good order throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1954 Vauxhall Velox, blue, fitted heater, one owner, 25,000 miles; £695.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1953 Vauxhall Velox saloon, blue/grey, radio, heater, 12,000 miles; £635.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

1954 Vauxhall Velox saloon, practically new, choice of 2; £675.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot. Rodney 2201, Brixton 7354, Houlsdow 4606, Newmarket 3126. [6614

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Vauxhall Velox, one owner; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C9015

1949 (October) saloon, black, heater, well cared for, one owner; £425.—Victoria 5602. [9026

1953 Vauxhall Velox saloon, black with brown leather upholstery, heater; £995; £199 deposit.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/9353. [C3083

VAUXHALL Velox, black, one owner, heater, immaculate; £449.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-3. [C3063

1955 Vauxhall Velox, black, brand new from works, radio, heater, extras.—James Ivyhouse, Llangranog. Tel. 234. [9029

1949 Vauxhall Velox, blue, brown hide, specimen condition, must be seen and tried to be appreciated; £395. Also

1952 (July) Vauxhall Velox, grey, one owner, 27,000 miles, unusually well maintained; £535; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1950 Vauxhall Velox, heater, really looks as new; £445.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2069

1955 Vauxhall Velox saloon, grey, virtually new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1952 Velox, green, leather upholstery, heater, etc., low mileage, immaculate; £595.—Jack Pozner (Autos), 395, Hendon Way N.W.4. Hen. 8011-2. [C3063/1

1954 (July) Velox, many extras, small mileage, one doctor owner; as new and fully guaranteed; £725 or terms.—Capital Motor Co., Tottenham Lane, N.8. Mou. 5451. [8325

1951 Vauxhall Velox saloon, black, outstanding condition; £475.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

MAYFAIR GARAGES, Ltd.—1949 Velox de luxe saloon, black, brown hide, one owner, scrupulously maintained since new; £395.—Balderton St., W.1. Mayfair 3104. [C3009

£635!!!—Gift; 1953 Vauxhall Velox, only one owner since new, recorded mileage 20,000, fitted extras worth £100; absolutely irreplaceable bargain.—Below.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1950 Vauxhall Velox, beige, immaculate, heater, reconditioned engine, new battery; £425 or £142 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1955 model Vauxhall Velox, low mileage, radio, heater, wing mirrors, windscreen washers, Undersealed and every other extra, as new; £905.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

PRIDE & CLARKE, Ltd.—1953 Vauxhall Velox saloons, low mileage, radio, heater, choice 2, £599; 1951, black/red, heater, £429; terms, exchanges, hire, guarantee.—Stockwell Rd., S.W.9, Brixton 6251. [C3066

1954 ('55 model) Vauxhall Velox, grey with grey upholstery, 5,000 miles, fitted heater, clock, taxed, condition as new; £825.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1954 (March) Vauxhall Velox saloon, beige, radio and heater, one owner, genuine 11,000 miles, as new; £675.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9049

1954 Vauxhall Velox, blue, two-tone upholstery, loose covers, link mats, radio, heater, screen washer, etc., a very popular model in first-class condition; £695.—Hillwood Motors, Mill Hill (London) 4252. [8868

VELOX, late '54, indistinguishable from new, mileage 9,600, works maintained, some extras, h.c. head, silver mist grey, terms if necessary; £715; original private owner.—Riv. 4246 or 5201 after business hours. [8485

1955 (series) Velox saloon, pewter grey, 3,500 miles, fitted with numerous extras, including Laycock overdrive, radio and heater, original cost £920, superb condition; £895.—Robbins, East Putney. Tel. 7881. [C3010

VAUXHALL Velox, 1954 model, one owner, in immaculate condition, extras include heater, windscreen washers, mascot emblem, wing mirrors, reversing lights, undersealed, low mileage, finished green, cash sale, offers.—Tel. Edgbaston 0521, Birmingham. [8772

1953 (March) Vauxhall Velox saloon, one private owner, finished attractive gunmetal grey, leather upholstery, fitted heater, screenwash, fog lamps, reverse lights, taxed, absolutely as new throughout; £655, with written guarantee.—Motouristo (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (Reopening Monday, the 8th Aug.) [C3018

VAUXHALL CRESTA

1955 Vauxhall Cresta, works mileage.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/J

1955 Vauxhall Cresta saloon, quite new, grey; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Cresta, finished duo green with extras, 3,000 miles, exactly as new; £885.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

VAUXHALL Cresta, fitted overdrive, many extras, indistinguishable from new; £895.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1955 Vauxhall Cresta, in grey and beach white, with red and white upholstery, 1,500 miles only, taxed for year, as new; £905.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

HAMILTON MOTORS (LONDON), Ltd. 466-490, Edgware Rd., London W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, grey, red interior, spot light and heater, 20,000 miles; only £625.

1953 Vauxhall Velox, black, brown interior, heater, screen clean, condition excellent; £645.

1952 Vauxhall Velox, black, beige interior, heater and seat covers; £575.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars; depots at Ashton (Ashton 1817), Didsbury (Didsbury 5446), Manchester (Blackfriars 9687), Stretford (Trafford 3511), Wilmslow (Wilmslow 4952). [0283/R

Vauxhall Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

S

SEAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

G.N., Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

KJ MOTORS, Ltd., spares, accessories, reconditioned units; Perkins diesels.—Bromley, Rav. 5456. [0393

EFFICIENT repairs! Gears, gear boxes, suspensions pair, DY, £13/10; DX, £15; 10/12/3, £13/10; 25, £20, guaranteed; trade discount.—F. & P., 10, Winchester Mews, N.W.3. Pri. 3647. [S4100

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, EI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605/6. [0964/R

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton. Elmbridge 1875, buy and sell pre-1915, offer:—

1913 De Dion 15hp 7-str. Laundaulette, restored; £250.

1913 Swift 2-cyl. 6hp chassis complete; £30. [C4070

WELHAMS, Surbiton Hill Rd., Surbiton. Elmbridge 1875, buy and sell pre-1915 cars, all types. [C4070

VINTAGE CARS

1929 Riley Nine, 27,000 miles only, exceptional condition.—Rushton, Riley Green, Hoghton, Nr. Preston, Lancs. [9007

VOLKSWAGEN

CCOLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen Centre.

THE original U.K. specialists and leading distributors insist on our genuine spares and specialized service, coachbuilding, celluloiding; new, used and reconditioned cars available.—Tel. Ripley 2361. [0373/R

PERFORMANCE CARS, official Volkswagen agents.—new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 6841. [C3041

WM

WELBECK MOTORS, Ltd., for Volkswagen:—

1954 Volkswagen de luxe saloon, beige, mileage 8,000 approx., as new (1,192cc); £645.

1954 Volkswagen de luxe saloon, mileage 9,000, as new (1,151cc); £585.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139. [C4049

ELM AUTOSALES, the Volkswagen enthusiast, offers:

1953 (September) Volkswagen de luxe saloon, in grey, usual extras, including press-button radio, nominal mileage, excellent example; £515.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [2067

1953 (October) de luxe, blue, absolutely as new; taxed; £560.—29, Pinetree Ave., Leicester 66007. [9363

1955-54-53 de luxe saloons, low mileage, in stock.—Ralph Beard, Volkswagen Specialists, East St., Farnham, Surrey. Tel. day or night Farnham 5494. [C1092

V&F MONACO MOTORS, the only Volkswagen specialists in London; we concentrate exclusively on the Volkswagen and handle no other make.—Below.

V&F MONACO MOTORS.—1954 de luxe saloon, 1,192cc, 5,600 miles, bronze; £645.

V&F MONACO MOTORS.—1954 de luxe saloon, 1,192cc, 12,000 miles, green; £635.

V&F MONACO MOTORS.—1953 de luxe sun roof saloon, H.M.V. radio, extras, 22,000 miles, green; £595.

V&F MONACO MOTORS.—1947 saloons, choice of two.

V&F MONACO MOTORS.—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80 mph while doing 35 mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R

Volkswagen Cars Wanted

VOLKSWAGENS urgently required.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. [W1106

THE Volkswagen Centre require good Volkswagen cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. [0980/R

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045

BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5696-7. [W1090

V&F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0500/R

Volkswagen Spares and Service

V

VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.). May. 6716. [0647

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361. [0995/R

PRIDE & CLARKE, Ltd.—"By return" Volkswagen spares service.—Stockwell Rd., S.W.9. Brixton 6251. [C3068/R

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2561) and Dorset House (Welbeck 7950) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0895/R

V&F MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines; insurance repairs, conversions to R.H.D.; all Volkswagen accessories stocked.

V&F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

REPAIRS (Supervision Mr. Tarrant, Diploma, VW Works); seat covers £5; Speed Twin carburettor conversion giving astonishing acceleration, greater maximum speed, £48; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

WOLSELEY

E

EUSTACE WATKINS, Ltd., the sole London distributor.

4000 miles.—1954 Wolseley 4/44, metallized green.

1952 Wolseley 6/80 saloon, metallized grey, in excellent condition

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951, 399, London Rd., Croydon, Thornton Heath 4283, or 12, Chelsea Manor St., S.W.3. Flaxman 8181. [C4046

HC

£265!!!—A 10hp Wolseley 1937 saloon de luxe, one owner, low mileage car in superb condition, interior original and unmarked, first-class mechanically, new battery, 35 mpg; hire purchase and exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C2091

HC

£145.—Wolseley 14 1937 4-door saloon, engine just been overhauled, good sound bodywork, new batteries, tyres; h.p. and exchanges.—Hampstead Cars, 176, Finchley Road, N.W.3. Hampstead 9021 9 a.m. to 7 p.m. [2091

CAR MART, Ltd.

1951-52 Wolseley 6/80 saloon, heater, grey with grey upholstery; £495.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

1953 Wolseley 6/80 saloon, one owner, exceptional condition; £625.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

BOON & PORTER, Ltd.

1952 (Sept.) 6/80 saloon, grey, one owner, heater, carefully serviced, 25,600 miles, excellent, guaranteed; £498.

CASTELNAU, S.W.13. (Hammersmith Bridge.) Riv. 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1953 Wolseley 4/44 saloon, most superior condition; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1954 Wolseley 4/44 saloon, grey with red upholstery, one owner, excellent condition throughout; £750.

1951 (December) Wolseley 4/50 saloon, grey, brown upholstery, one owner, nominal mileage; £545.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1061

CHIPSTEAD MOTORS, Ltd., offer:—

£365.—Sept., 1946, Wolseley 14hp, immaculate, in black, heater, rebored, etc., specimen car.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

GUY SALMON AUTOMOBILES, offer:—

1955 Wolseley 4/44 saloon, 4,000 miles; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4008

1949 Wolseley 4/50 saloon, genuine low mileage, extras; £425.

STEELE GRIFFITHS, Camberwell Green, S.E.5. Tel. your Regional Depot, Rodney 2201, Brixton 7354, Hounslow 4606, Newmarket 3126. [8815

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

1954 (Feb.) Wolseley 6/80 saloon, black, one owner, radio; £700. [C2058

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Wolseley 14, £345; 1938 Wolseley 18, £145.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1951 Wolseley 6/80 saloon, black, reconditioned; £475.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1949 Wolseley 6/80 saloon, immaculate, heater; £395.—A. Owen (Hendon), Ltd. Tel. Colindale 3185. [9074

CASS'S MOTOR MART.—1948 Wolseley 25 limousine, in black, immaculate condition.—5, Warren St., W.1. Euston 4110. [C1040

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1937 Wolseley 14, completely rebuilt 1954, bills for £400, director's car, excellent condition; £325.—Ealing 8000. [8833

1950 (August) 6/80, black/brown leather, heater, immaculate, one owner; £430.—246, Watford Rd., Harrow, Middx. Arnold 2006. [8978

1950 Wolseley 6/80 black, radio, heater, excellent condition throughout; £450.—Black & White Garage, Cold Ash, Newbury. Tel. Hermitage 210. [8989

£745.—1954 Wolseley 4/44 saloon, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1952 6/80, black, brown leather, one previous owner, maintained genuine new condition; £525.—Ascot 1359. Heath Edge, Llanvair Drive, South Ascot. [8491

1954-55 Wolseley 4/44 saloon, black with red leather, usual accessories, 13,000 miles, taxed, careful owner.—6, Carlyle House, Old Church St., S.W.3. Fla. 5109. [9032

AUGUST, 1953, Wolseley 6/80, lovely condition, twin spot lamps, heater, excellent tyres, interior spotless, very smart, F.S. covers, 28,000 miles; first £515.—4, Bramley Drive, Sheffield. [8944

1955 series Wolseley 4/44 saloon, black, brown interior, first registered Nov. 16, 1954, heater, fog lamp, taxed Dec., one private owner, mileage 15,000, showroom condition; £745.—MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

WOLSELEY 12hp saloon, new tyres, battery, brakes, taxed until December, blue and black body with blue leather, specimen car in original condition; terms arranged privately; £225.—Fairlands 9420. [8992

£229.—1938-9 Wolseley 18 de ville, de luxe, rear boot, etc., immaculate car inside and out.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1955 Wolseley 4/44 saloon, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2 (Adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1948 series Wolseley 18, just had engine overhaul; remarkable value; £275!! Also Wolseley 25 Sportsman's saloon, remarkable condition, £150.—A.Z. Motors, 100 Palmerston Rd., N.W.6. Mal. 4723. [C1011

XXX 1953 (May) Wolseley 4/44 saloon, black with red leather, loose covers, heater, screen washers, an absolutely immaculate and outstanding car; written guarantee; £696, terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

£445! 1949 (Sept.) Wolseley 4/50 saloon de luxe, moderate mileage, one change of ownership only, carefully maintained and practically without blemish; mechanically excellent; same as makers' guarantee; terms, exchanges.—Cardinal Motors, Ltd., Hythe Bridge St., Oxford. Tel. 4344. [8970

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RSROWLAND SMITH'S the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Wolseley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WOLSELEY 6/90 saloon required, colour preferred.—"Greenways," 81, Alresford Rd., Winchester. [W1010

JACK ROSE, Ltd., require immediately 4/44 Wolseley cars.—Stafford Rd., Wallington, Surrey. Wall. 6677. [W3056

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

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FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0475

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

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£395.—1953 Morris 25/30cwt van, 22,000 miles, exceptional condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

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BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq Tube Stn.), W.C.2. Temple Bar 3588. Distributors for London and Home Counties. [N1027/R

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SMITH'S MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15. New Cross 0462. [0328/R

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SOLE Concessionaires for the Sonderklasse D.K.W.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

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CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3014

HUMBER Super Snipe finished in burgundy.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

DELIVERY from stock, Humber Super Snipe saloon; terms, exchanges.—Bryce Motors, Stratford-on-Avon. Tel. 2700. [8785

BEDFORDSHIRE.—Immediate delivery new Humber Super Snipe saloon in grey with red leather upholstery.—E. J. Lee (Leighton Buzzard), Ltd. Tel. 2172. [N1055

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MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907/9. [0244/R

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley. Rav. 3456. [0286/R

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

HOFFMANS OF LEICESTER, Ltd., officially appointed Jaguar retail dealers, London Rd., Leicester. [N2087

JAGUAR Mark VII Type M, for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

NEW Mark VII M, dove grey, overdrive, also all models for early delivery.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Belgravia 3721. [N3006

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FULLER'S OF COOMBE, Jaguar agents, sales, service and demonstrations; part exchanges, hire purchase.—Beverley Way, Kingston By-Pass, S.W.20. Malden 5666-7. [0483/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1066. [0914/R

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JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4658. [N4028

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SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, easier deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R

MEBES & MEBES, Ltd. (Est. 1895), Morris Specialists for past 30 years, offer rotational delivery all models, including commercial vehicles; part exchange and deferred payments; always in stock, a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

SIMPSON'S offer:—

1955 new Oldsmobile 88 coupe, fitted with extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 3691/3903. [C4015

OLDSMOBILE Sole Concessionaires in U.K.—Lex Garages, Ltd., 2, Lexington St. W.1 (Gerrard 8600). Service workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7). [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PANHARD

TRY the aerodynamic 850cc (42 bhp) air-cooled front-wheel drive, 4/6-seater saloon and 3-seater sports cabriolet, superior road holding, flat floor, approx. 84 mph and 40 mpg, available home market, tourists, export; trade and agency enquiries invited.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0698/R

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors; 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3473/4/5. [0977/R

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors in Surrey, Hampshire, Sussex and Kent. Immediate delivery. [C3034

SEE and try the new Peugeot station wagon at The Utility Vehicle Centre, 100, Great Portland St., London, W.1. Langham 6044-5. [N4072

TRY the amazing Peugeot 203 at Lockhart's Service depot (Distributors for Beds, Bucks and Herts), Chiltern Rd., Dunstable. Tel. 114. [0361/R

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon. Tel. Cro. 7211/7217. [0391/R

PONTIAC

SIMPSON'S offer:—

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

1955 new Pontiac Chieftain V.8, r.h.d., 4-door saloon, castle grey over raven black.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 3691/3903. [N4015

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for the Type 356 1½-litre models and Type 550 Spyder competition model.

FRAZER NASH CARS, London Rd., Isleworth, Middlesex. Tel. Hounslow 0011. [N2015

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [0923/R

NEW CARS FOR SALE

RELIANT

ROWLAND SMITH'S for Reliant 3-wheeler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

RELIANT cars, £5 annual tax, 7hp.—Astons of Coventry, Gosford St. Tel. 62421. [0572/R

RENAULT

RAYMOND WAY.

FOR your Renault 750cc saloon for immediate delivery on ⅓ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week.

METROPOLIS GARAGES, Ltd., London distributors for Renault.—1-31, Maclise Rd., W.14. Sho. 5365-6-7. [0626/R

FRED GUY for new Renaults, immediate delivery, 750; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. [N4085/R

RENAULT.—Leicester and Rutland County distributors. 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1059

RENAULT sales and service, immediate delivery of 750 de luxe saloons, in all colours; h.p. arranged. —Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126 [0186/R

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

RILEY distributors.

TELEPHONE Epsom 1234. [0661/R

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

SMITH MOTORS OF DULWICH for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

RILEYS.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon, demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212; 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011.

GLOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton,

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0561/R

JACK OLDING & Co. (MOTORS), Ltd., offer immediate delivery of new Rolls-Royce Silver Dawn with special Freestone & Webb coachwork.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (Open to 7 p.m.). [N3050

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

DORKING MOTOR Co., Ltd., main dealers, Rover 90, 75 and 60.—Dorking 2256. [N1088

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley. Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlesex Rd., Tel. 2382-3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [2276

ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451

WATFORD.—Harris-Mayes & Co. delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [7349

TRINITY CARS, Ltd., Rover stockists, delivery, enquiries invited for Rover 75 and 90.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4054

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Te. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 6822. [0140

ROSENFIELD for Rover, distriouors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0866/R

SIMCA

SIMCA.

FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for

SIMCA Cars and Spares.—Distributors and Dealers throughout the country.

FIAT (ENGLAND), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [N0665/R

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [N3040

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford. Tel. Watford 4491 [0582/R

BROMLEY.—Simca Aronde saloon; immediate delivery.—Johnson & Brown, 268/270, High St., Bromley. Ravensbourne 8841-2. [N2075

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [N1063

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104/5. [N3009

DAVIES MOTORS Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1090

SIMCA.—Full information and delivery details from Leicestershire and Rutland distributors; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St. Leicester 60319. [N1059

SINGER

GATEHOUSE offer:

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350.—Immediate delivery of the Singer Hunter saloon. [0497/R

SINGER Roadster, red, one only; list.—Holland Park Automobiles, 142, Holland Park Avenue, W.11. Park 2626. [N2085

TRADE and retail agents; full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

STANDARD

GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [2021

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

HALLS (FINCHLEY), Ltd.

AREA dealers for Standard and Triumph, all models for inspection and demonstration; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hil. 1044. [5635

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Vanguard saloons.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities

BERKELEY Sq., London, W.1. Grosvenor 4343. [0856/R

EARLY delivery Standard 8 and 10 models, part exchange, terms.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [N4060

BRAND new and unregistered latest model Vanguard diesel saloon, available immediate delivery.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [0762/R

SIDNEY MARCUS, Ltd.—Early delivery all models, first-class after service.—33, Sloane St., S.W.1. Tel. Belgravia 5721. [N3006

STANDARD Vanguard saloon, black/red, immediate delivery.—Salmons Garages, Ltd. Temple Bar 3338. [N4029

STANDARD

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [N2051

1/3RD deposit, balance 24 months, secures quick delivery of new Standard 8 and 10 saloons.—New Cross Car Mart, Tideway 2908 [N3084

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, The Broadway, Bexleyheath. Tel. 1666. [0913/R

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2, Gladstone 2480. [0413/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer immediate delivery Standard 10 pick-up, primer; maximum h.p. terms available; 1/3 down, balance over 2 years. [N1001

NEW Vanguard diesel fitted overdrive for immediate delivery, also Standard 10 pick-up for immediate delivery.—Staines Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [8923

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models, also Vanguard and light commercials.—34, Acre Lane, S.W.2. Brixton 4011; and 1-3, Dorking Rd., Epsom 3901. [N4085/R

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

DUDLEY COBBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and 8 family saloon and early delivery of 10 and 8 de luxe models.—208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. [0955/R

"BRITAIN and back."—Standards without purchase tax; overseas residents receive immediate airmailed reply to enquiries.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [0457/R

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-6. [0402/R

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard saloon or to be sure of securing an early delivery of the Standard Eight Family or de luxe, or Standard 10 saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2006

STUDEBAKER

STUDEBAKER Champion and Commander saloons with r.h.d. for immediate delivery subject being unsold.—West Coast Motor Co., Ltd. (Est. 1905), 1, Arrad St., Liverpool. 7 Royal 1916-9. [5604

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0090/R

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0975/R

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0669/R

SUNBEAM ALPINE

DELIVERY from stock, Sunbeam Alpine, one only; terms, exchanges.—Bryce Motors, Stratford-on-Avon. Tel. 2700. [8786

TRIUMPH

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery new TR2.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), S.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4343. [0840/R

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

TR2 specialists; part exchanges; H.P.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3085

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [4093/R

TR2 sales, service, part exchanges, hire purchase. —Fuller's of Coombe, Beverley Way, Kingston By-Pass, S.W.20. Malden 3666-7. [0482/R

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstrator available.—Lankester Engineering Co., Ltd., 80-83, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0695/R

NEW CARS FOR SALE

TRIUMPH

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer immediate delivery TR2 hardtop, heater, overdrive, British racing green; maximum h.p. terms available; ½ down, balance over 2 years. [N1001

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase.—Send for details of Hard Top Conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

VAUXHALL

VAUXHALL Cars.

MANSFIELDS, Ltd., offer reasonable delivery of all models, part exchanges and h.p. facilities; main dealers Eastbourne, Brighton, Lewes, Hove, Worthing, Crowborough.—Enquiries to 17, Cornfield Rd., Eastbourne. Tel. 3005. [0167/R

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—4–6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service; Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House 80, Clapham Rd., S.W.9 (close to Oval Underground). VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 5456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

"BRITAIN and back."—Vauxhalls without purchase tax; overseas residents receive immediate airmailed reply to enquiries.—Export Department, Steele Griffiths, Ltd., opposite North Entrance to London Airport, England. [0456/R

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen Centre.

ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [0017/R

VOLKSWAGEN specialists.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. [N1108

SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34057-8. [0190/R

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

BROMLEY.—Volkswagen Agents offer early delivery all models.—Johnson & Brown, 268, 270, High St., Bromley. Ravensbourne 8841-2. [N2073

ONE only convertible (drop head) from stock.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8875

ONE only de luxe sunroof saloon from stock.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [8876

VOLKSWAGEN

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129–131, Old Brompton Rd., S.W.7. Fre. 7722 [0900/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358/9. Complete facilities. [0128/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444-8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R

SALOON de luxe, van, pick-up, from stock; demonstration any time.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [6767

PRIDE & CLARKE, Ltd., South London distributors, —Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4351-7. [0519/R

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialised repair service spares.

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0851/R

SALOONS, vans, microbuses, demonstrations any time. twin carburettor conversion giving astonishing acceleration, greater maximum speed; £48.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; saloon, sun roof and convertible on display; full service and spares facilities.—273, London Rd., Staines.—Tel. 4211 (5 lines). [N1080

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, main distributors for Bedfordshire and West Hertfordshire, offer early delivery de luxe saloons and standard saloons, also commercial vehicles; maximum h.p. terms available; 1/3 down, balance over 2 years. [N1001

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life, saloons from £599/15/4; exchanges, terms, demonstrations with pleasure, also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube). Park 5066. [N1017

WILLYS

SOLE Willys concessionaires for Great Britain.—Sales, spares.—Steele Griffiths, Ltd., London, S.E.5. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [N4046

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

WOLSELEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

WOLSELEY distributors.

TELEPHONE Epsom 1234. [0660/R

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

ROWLAND SMITH'S for Wolseley.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [N1088

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., South Croydon. Croydon 0074-5. [6564

MEBES & MEBES, Ltd. (est. 1895), the Wolseley specialists for past 30 years, offer early delivery of Four-Forty-Four and rotational delivery Six-Ninety saloons; various colours; part exchange and extended payments; always in stock, a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N3012

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

NEW COMMERCIAL VEHICLES

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

VOLKSWAGEN van, immediate delivery list price.—Brown's Garage, Loughton (Essex) 6262 (Tube). [N1034

MORRIS J type 10cwt van; £466/9/1 (inc. tax).—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Moi. 6109. [C4053

A40 Countryman finished in green; A40 pick-up finished in primer.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

VOLKSWAGEN 15cwt vans and pick-ups are famous for petrol economy, sturdiness, large easily accessible loading space (no arches).—View at Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [7827

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WIMBLEDON CAR HIRE, Self-drive Specialists, Austin A30s, A40s and A70s, competitive rates.—Mansell Rd., S.W.19. Wim. 3834. [0811/R

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0042/R

HAROLD H. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

JERSEY, C.I.—Forty 1953-4-5 self-drive cars; folder on request; A.A., R.A.C.—Drivehire, 22, Broad St., St. Helier (Jersey Central 1318) [6861

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9884-5. [0466/R

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MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

1954 Zephyrs, 17gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request no limit tariff.—Alliance, 39, Burne St., Edgware Rd., London, N.W.1. Paddington 2846/6801. [0518/R

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DRIVE Yourself Hire.—1954-5 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire over 50 years; write, 'phone or call.—H. F. Edwards & Co. (Established 1919), 156, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6366. [M2003

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HEAD storekeeper required by main Ford dealers, Hertfordshire, experienced stores assistant looking for promotion would be suitable, permanent position, house available.—Reply in confidence, with full details, to Box 5392. [8329

BUSINESS & PROPERTY, SITUATIONS, BOOKS

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ACTIVE man wanted for driving cars in our New Car Delivery Dept., will also be required to do some cleaning and polishing.—Call or write to Messrs. Eustace Watkins, Ltd., Chelsea Manor St., S.W.3. Flax. 8181. [8742

CAR salesman fully conversant with all modern makes required to fill vacancy which offers scope to a keen energetic individual; full details of experience and salary to Ken Wharton, Hume St., Smethwick. Smethwick 0613. [8841

SKILLED mechanic required for small public garage catering for private cars and light commercial vehicles; permanent position for competent man; good wages and conditions.—Underwoods Garage, Dunchurch Rd., Rugby. [8846

FORD main dealer has vacancies for passenger vehicle salesmen; excellent prospects; salary and commission; car provided.—Write in first instance to Sales Manager, F. H. Peacock, Ltd., 219, Balham High Rd., London, S.W.17. [0007/R

EXPERIENCED motor engineer for Gold Coast timber-producing and sawmilling company to take charge A.E.C. diesel and few petrol vehicles, single man with good general experience preferred, paid leave, paid passages, accommodation provided.—Apply, with full particulars and salary required, to Box 5379. [8307

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JUNIOR commercial salesman required by Rootes Group dealers in West London area, good opportunity to become a first-class commercial vehicle salesman for well-educated young man who has completed his National Service, previous experience not essential.—Write in first instance, giving full details, to Box 5148.

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SITUATIONS VACANT

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SERVICE manager required by expanding and progressive Ford main dealers in South Midlands, opportunity for right man to achieve executive position with excellent salary and appropriate bonus; applicants (age limit 45) must have at least 10 years' experience in responsible capacity in Ford main dealers or similar organisation; unfurnished living accommodation available; applications, treated in strict confidence, should state age, details of past experience and family description, to W. J. Edwards & Co., Chartered Accountants, Lloyds Bank Chambers, Park St., Walsall, Staffs. [8429

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AN excellent opportunity for the right man, as manager of a transport company in South America, salary over £50 a week, practically no taxes, paid vacation of 2 months cumulative every year; 2-year contract; must be fluent Spanish-speaking, able to organise labour experienced managing heavy machinery especially trucks, be on job by 1st September; write stating age, experience, etc.—Box 5552. [8839

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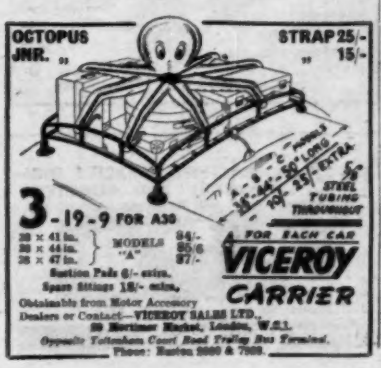

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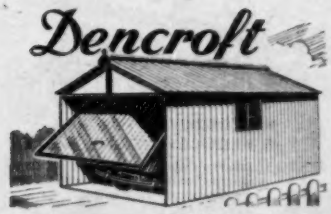

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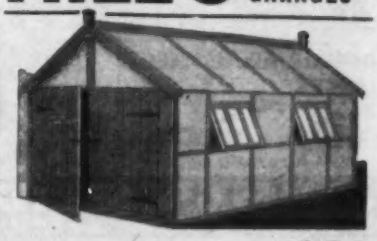

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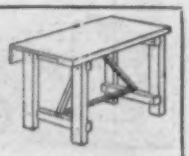

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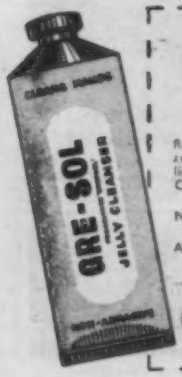

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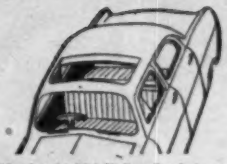

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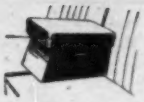

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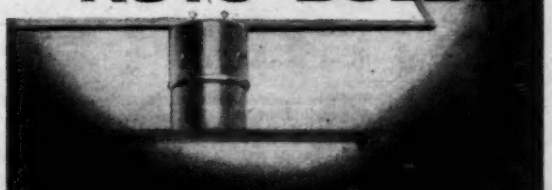

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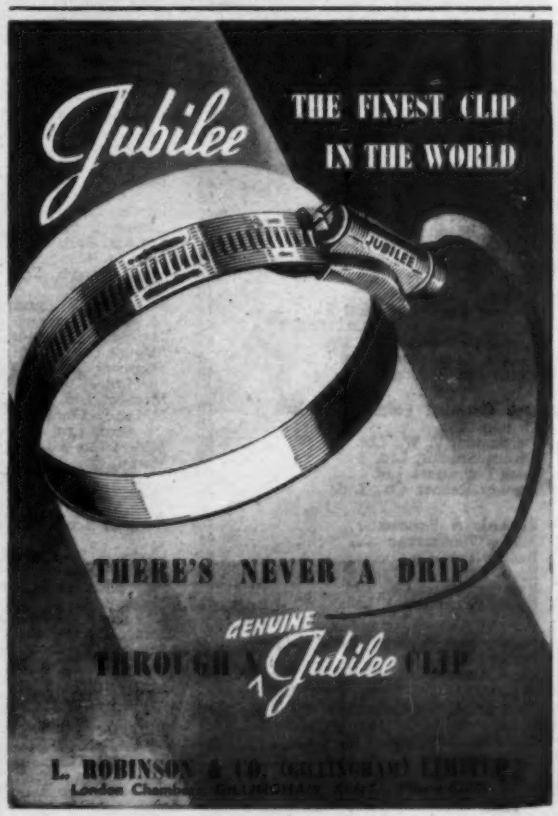

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